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THE editor of the RAILROAD JOURNAL is pleased to receive information of railroad enterprises already entered upon or projected, items regarding the business done on the roads, such as relate to persons employed in the rails road and kindred interests; in short, about all matter which the readers of such a paper as this are gratified to find within its columns.

ORGANIZATION.

AT the annual meeting of the stockholders of the Wheeling and Lake Erie Railroad Company, held at Toledo, Ohio, on the 20th inst., Geo. W. Davis and M. D. Woodford were elected directors in the place of N. H. Swayne, Jr., and J. S. Oliver.

AN "Association of American Economists" was organized at Washington, D. C., on the 21st inst. The object is the gathering of facts and statistics bearing on industry, commerce and finance, and the wide dissemination of economic knowledge. The officers elected are: President, Hon. Wm. Lawrence; first vice-president, John C. New; vice-president for Ohio, C. Delano; for Illinois, Daniel H. Mason; treasurer, J. P. Dodge; secretaries, Dr. E. Young and L. Sanial.

AT the annual meeting of the Virginia Midland Railway Company, held in Alexandria on the 21st inst., the following gentlemen were elected directors for the ensuing year: John S. Barbour, T. M. Logan, John McAuerney, John E. Hurst, W. H. Payne, M. Bayard Brown, Wm. S. Young, Robert Garrett, Lewis N. Hopkins, Robert T. Baldwin, George Parsons, C. J. Osborne, John T. Lovell, Samuel Spencer, James Sloan, Jr., Wm. F. Frick and John R. Bland. John S. Barbour was unanimously re-elected president.

AT a meeting of the directors of the Baltimore, Catonsville and Ellicott's Mills Railway Co., held in Baltimore on the 21st inst., John C. Holland, Benjamin Whitely and James W. Flack resigned as directors, and E. J. E. Cross, Josiah L. Keck and Edgar M. Johnson were elected to fill their places. Asa H. Smith, H. H. Graue, Frank Frick and Jeremiah Storm, of the old board, continue as directors. John C. Holland resigned as president, and T. C. Robbins was elected to the vacancy. Mr. Keck is president, Mr. Cross is treasurer, and Mr. Robbins manager of the Union Passenger Railway, which extends from Camden station by way of Howard, Lombard, Gilmor and Pratt streets to the Frederick road, near the city limits; also, northward by Howard, Liberty, Park and Maryland avenues to Huntingdon avenue and Hampden. The change in the organization of the road is brought about by purchases of stock by these gentlemen as individuals, and not as officers of the Union Road. It is understood, however, that new stock and equipment will be added to the road, and that cars will run every half hour from Liberty and Fayette streets to Catonsville, and every fifteen minutes to Loudon Park Cemetery. The tracks of the Union line will be used to Pratt street and Frederick avenue, and from there the road-bed just purchased. For the present the Catonsville depot on Baltimore street, near Mount street, will be used, but in the course of time it will likely be devoted to other uses. The stock of the Catonsville Railway Company is $80,000. The property consists of the depot on Baltimore street, a brick hotel, station and several acres of land at Catonsville, besides seven miles of road-bed, and cars and horses.

AT the annual meeting of the directors of the Maine Central Railroad Company, held in Portland, Me., on the 21st inst., the following directors were elected: Abner Coburn, Darius Alden, William B. Bacon, William G. Davis, George E. B. Jackson, Horatio N. Jose, George S. Morison, Willard P. Phillips, Arthur Sewall, Stephen J. Young, Lysander Strickland, Jonas H. French, and Thomas W. Hyde. At a meeting of the newly chosen board George E. B. Jackson was chosen president of the road for the coming year, and J. H. Drummond clerk. It was voted that the regular meeting of the directors be held on Wednesday following the fourth Tuesday in each month, beginning with January.

PERSONAL.

W. R. MCGILL has been elected president of the Cincinnati and Eastern Connection Railway Company.

AT a meeting of the directors of the New Orleans, Mobile and Texas Railroad Company, held at the office of the Louisville and Nashville Railroad Company, on the 20th inst., Edward H. Green was elected president in place of George C. Clark, resigned.

D. A. WATERMAN, auditor of the Michigan Central Railroad Company, has been appointed auditor of the Canada Southern Railway Company, with J. Peliton, as assistant. H. B. Ledyard will be general manager of both roads, with W. P. Taylor as assistant, in charge of the Canada Southern. All the other offices will be arranged on the basis of Michigan Central men as heads and Canada Southern men as assistants.

INCORPORATION.

A CHARTER was granted the Glenwood, (Penn.) Bridge Company on the 21st inst. It is the intention of the corporation to build a bridge across the Monongahela from Street's Run to Glenwood. The capital stock is $100,000. Thomas M. King is president and J. B. Washington, treasurer.

THE Fort Pond Bay Railroad Company, capital, $5,000,000, was filed at Albany, N. Y., on the 23d inst. The road is to commence at or near the station of Bridgehampton, at a point of junction with the Long Island Railroad, and run to Fort Pond Bay, and along such bay to a point at or near Culloden Point.

A CERTIFICATE of incorporation was filed with the Secretary of State at Albany, N. Y., on the 22d inst. by the Lehigh and Eastern Railway Company of New York for manufacturing, mechanical and chemical purposes in, and for the construction of a railway from, Tomhickon, Luzerne county, Pa., to and across the Delaware River to Port Jervis, N. Y., under a charter granted to the Lehigh and Eastern Railway Company by the Commonwealth of Pennsylvania, March 16, 1868. The capital is $1,200,000.

THE Woodruff Car Trust Company was organized on the 23d inst. for the purpose of building and renting Woodruff Sleeping, Parlor and Hotel cars. Their works are located at Swissvale, Allegheny county, Penn., and their headquarters will be in Pittsburgh. They propose to have cars enough on hand to supply any reasonable demand at any time. Henry G. Whelan of Philadelphia, and J. J. Donnell of Pittsburgh, are the trustees. The capital stock is fixed at $150,000, and may be increased to $300,000. The board of managers consists of J. L. Holmes, Wilson McCandless, J. H. Hopkins, Frank Rahm and Henry G. Whelan.

ARTICLES of incorporation have been filed in

the office of the Secretary of State of Illinois of the Vandalia, Hillsboro and Springfield Railroad Company. The road is to be constructed from Springfield, Ill., by way of Hillsboro to Vandalia, with the power and right to extend the same north and northwest from Springfield to any point desired, as far north as Peoria and southeast from Vandalia to some point on the Ohio River or any point south of said road, to be constructed from Springfield, Ill., through the counties of Sangamon and Montgomery to Hillsboro, and from there through the counties of Montgomery and Fayette to Vandalia. If found more practicable, the road may be constructed through Christian county or any part thereof. The principal business office shall be at Vandalia. The capital stock is 100,000 shares. The incorporators are J. M. P. Howard, of Effingham; Richard T. Higgins and Beverly W. Henry, of Vandalia; Wm. H. Brewer and James M. Truitt, of Hillsboro; Edward H. Rice, of Springfield; and Frederick Remane, of Vandalia.

CONSTRUCTION.

THE extension of the German railways to the Russian frontier is being rapidly continued.

IT is proposed to extend the Danville and New River Railroad from Martinsville to Patrick C. H., Va.

THE length of the Chicago and Atlantic Railroad between Marion, Ohio, and Chicago, Ill., is 268.6 miles, and there are sixty-nine stations between the two points. It crosses nineteen railroads between Marion and Chicago.

IT is stated that the Central Pacific Railroad has a corps of surveyors in the field in Eastern Oregon. It is believed they are surveying a line to connect the Central Pacific system with the Oregon Railway and Navigation Company's line.

AN extension of the Maryland Central Railroad from Glenarm to Baldwin, through the Long Green Valley, was opened to traffic on the 25th inst. Five trains now leave Baldwin for North avenue, and all trains heretofore leaving North avenue for Glenarm now run to Baldwin.

THE Marlborough (Md.) *Gazette* says an engineer corps is surveying for a new railroad to be called the Washington City and Chesapeake, from that town to a point on the Chesapeake near Fair Haven. The line will also be surveyed between Marlborough and Washington.

THE Northern Pacific Railroad Company having secured nearly all the right of way over the surveyed route, are beginning preparations to build the line from Portland to Kalama. This will connect the entire system of railways in Oregon and Washington Territory with Puget Sound.

THAT branch of the Chicago and Northwestern Railway commonly known as the Slippery Elm Railroad, has been completed to Eldora, Hardin county, Iowa, and trains will be running in a few days. The total cost of the line so far has been about $100,000. This road will be completed to Iowa Falls early in the summer of 1883.

A DISPATCH dated Albany, Ga., December 26, says that "Frederick Wolffe and his associates have bought the Brunswick and Albany Railroad. They have re-organized the board and have elected Mr. Wolffe president. He has ordered the construction of the line into Albany and toward Montgomery. The road will eventually be connected with the Erlanger system. Representatives of the Frankfort bondholders have received a check for the purchase money on J. & W. Seligman & Co."

A DISPATCH dated City of Mexico, Dec. 23, says that George Tyng, representing the Tehuantepec Railroad Company, of New York, has formally agreed to the forfeiture of the concession by the Mexican Government. The Government pays the company $1,625,000 for the road constructed, the rolling-stock and materials. Already $125,000 in Mexican silver are paid, and of the balance, $400,000 will be paid in April and $100,000 per month thereafter until the completion of the payment—the future payments to be made in American gold.

THE Tana City extension of the Chicago and Northwestern Railway is completed. It starts from Tana City, 270 miles west of Chicago, and runs to the Minnesota State line at Elmore, a distance of 136 miles. A western branch runs from Jewel City to Lake City, a distance of fifty-five miles, and another branch runs from Eagle Grove to Calliope, on the boundary line between Iowa and southern Dakota, a distance of 144 miles. The whole length of the road is 385 miles.

New York Central and Hudson River Railroad.

THE earnings of the New York Central and Hudson River Railroad Company for the years ending September 30, 1881 and 1882, were as follows:—

	1881.	1882.
From passengers	$6,958,038 32	$7,816,519 35
From freight	20,736,749 54	17,672,251 86
From mails	610,891 64	684,089 16
From rents	1,288,433 38	1,305,560 21
From car service	1,009,836 08	1,067,114 41
From telegraph	7,016 57	9,222 41
From interest	263,696 18	272,874 25
From use of road	266,639 99	291,424 38
From other sources	1,207,094 08	1,509,125 35
	$32,348,396 78	$30,628,781 38
Charges against earnings:—		
Transportation expenses	$19,464,786 54	$19,395,974 36
Rent of leased lines	1,926,513 66	1,937,528 20
State tax on capital	74,370 17	178,488 42
State tax on earnings	140,308 24	122,785 27
	$21,605,975 61	$21,634,776 25
Net earnings	$10,742,418 17	$8,994,005 13
From which deduct—		
Interest	$2,849,591 06	$3,250,101 42
Dividends, 8 per cent	7,138,343 51	7,145,512 62
	$9,987,934 57	$10,395,614 04
Surplus for 1881	$754,483 60	.....
Deficiency for 1882	.....	$1,401,608 91

The total miles of track in 1881 was 2,622.23, and in1882, 2,657.51, an increase of 35.28. The equipment of the road at the close of each year compares as follows:—

	1881.	1882.
Locomotives	646	632
First-class passenger cars	343	341
Second-class and emigrant cars	92	97
Baggage, mail and express cars	153	158
Freight cars	22,465	24,565

The company have five elevators the capacity of which is 3,450,000 bushels. In 1881, the average number of persons employed was 14,702, and the salaries paid amounted to $7,746,426.49. In 1882, the average number employed was 15,380, and the salaries paid $8,107,309.20.

The number of miles run by passenger trains in 1881, was 5,135,328, and by freight trains 12,160,213, total, 17,235,541; in 1882, the number of miles run by passenger trains was 5,448,929, and by freight trains, 10,912,064, total, 16,360,993—a decrease of 874,548.

The number of tons of through freight eastbound in 1881 was 2,056,588, do. west-bound, 436,497; way freight east-bound, 5,484,370, do. west-bound, 3,613,424—total freight tonnage, 11,591,379. In 1882, the number of tons of through east-bound freight was 1,523,907, do. west-bound, 582,800; way freight east-bound, 5,297,040, do. west-bound, 3,926,646—total freight tonnage, 11,330,393, a decrease of 260,986.

The number of through passengers carried in 1881 was 164,561 and of way passengers 8,735,688, total, 8,900,249; in 1882, the number of through passengers was 207,496, and of way passengers, 10,101,483—an increase in through passengers of 42,935, and in way passengers of 1,365,795, a total increase of 1,408,730.

The capital stock of the company remains unchanged, being $89,428,300. The funded debt has been increased $5,000,000 by the issue of first mortgage bonds to that amount, and is now $48,473,033.33, while the unfunded debt has been reduced $302,312.88, and now amounts to $5,254,369.93, making the total funded and unfunded debt on September 30 last, $53,727,403.26, against $49,029,716.14 in 1881. The cost of the road and equipment for the year was $112,756,935.54, while in 1881 it was $110,090,216.90, an increase of $2,666,718.64, represented by the following additions and betterments:—

Grading and masonry for third and fourth tracks, improvement at Rochester and Broadway crossing at Albany		$446,970 10
Iron bridges for Rochester improvement, Broadway crossing at Albany, and other places		82,963 78
Superstructure for new yards, sidings, etc.		261,703 37
Additional buildings for stations, shops, warehouses, piers, etc., etc., and including new telegraph wire New York and Buffalo		352,724 28
Passenger and baggage cars		13,500 00
Freight cars (2,100)		1,366,250 00
Land at Buffalo, Rochester, Fonda, Canastota, Albany, etc		327,112 11
Engineering. Rochester improvement		7,345 00
Total		$2,798,568 64
Less decrease in locomotives	$128,500 00	
Less decrease in floating equipment	3,350 00	
		131,850 00
Total, as above		$2,666,718 64

As stated above, the gross earnings in 1881 were $32,348,396.78, the transportation expenses $19,464,786.54, and the net earnings $12,883,610.24; in 1882 the gross earnings were $30,628,781.38, the transportation expenses $19,395,974.36, and the net earnings $11,232,807,02—showing a decrease in gross earnings of $1,719,615.40, with a decrease in transportation expenses of $68,812.18, making a decrease in the net earnings of $1,650,803.22.

The earnings per ton mile freight in 1881 were 0.78 cent, the expenses 0.56, and the profit 0.22; in 1882 the earnings were 0.73 cent, the expenses 0.60, and the profit 0.13.

The earnings per passenger mile passengers in 1881 were 1.86 cent, the expenses 1.22, and the profit 0.64; in 1882 the earnin were 1.80

cent, the expenses 1.15, and the profit 0.65.

The expenses in 1881 were 60.17 per cent of gross earnings, against 63.32 per cent in 1882, an increase of 3.15.

The profit per share in 1881 was $8.82, against $6.42 in 1882, a decrease of $2.40.

The assets and liabilities of the company September 30, 1881 and 1882, are shown in the annexed

BALANCE SHEET.

	1881.	1882.
Cost of road and equipment	$110,090,216 90	$112,756,935 54
Consolidation certificates representing additional cost of road to this company	31,157,904 00	31,157,904 00
Hudson River bridges	1,739,372 16	1,845,775 78
Dunkirk, A. V. & P. R. R.	2,920,621 09	2,920,621 09
Geneva & Lyons R. R.	331,889 93	331,889 93
Real estate	1,173,500 36	1,173,500 36
Advances on Harlem construction account	277,513 49	303,124 84
Company's own stock held	184,200 00	184,200 00
Stock Troy U. R. R	15,000 00	15,000 00
Stock Buffalo Cros town Railroad	12,684 77	12,684 77
Stock Merchants' Dispatch Trans. Co.	730,575 00	1,317,475 00
Stock United Pipe L'ns.	22,749 80	.....
Stock Pittsburg and L. E. Railroad	100,000 00	100,000 00
Stock N. Y. C. and N. River Railroad	28,100 09	28,100 09
Stock and bonds Syracuse, G. and C. R. R.	376,010 00	373,010 00
Stock Westinghouse Air-Brake Company	.....	18,750 00
Stock Morris Run Coal and M. Company	.....	589,712 17
Fuel and supplies on hand	1,624,358 28	2,096,135 48
Cash on hand	248,913 87	1,043,980 17
Station balances	864,776 52	874,819 55
Connecting R. R. and other balances	316,075 24	298,746 26
United States	558,634 05	716,731 29
Equipment Harlem Line.	404,394 22	404,394 22
Sundry open accounts	33,191 15	33,268 65
Total assets	$153,210,680 83	$158,496,759 10
Capital stock	$89,428,300 00	$89,428,300 00
Funded debt	43,473,033 33	48,473,033 33
Unfunded debt	5,556,682 81	5,254,369 93
Income and earnings	14,752,664 69	15,341,055 84
Total liabilities	$153,210,680 83	$158,496,759 10

PROFIT AND LOSS ACCOUNT.

	1881.	1882.
Balance previous year	$13,216,847 98	$14,752,664 69
Surplus	754,483 60	.....
Premium on bonds sold.	778,151 00	1,590,000 00
Profit from sale of securities	33,000 00	.....
Rental Saratoga and Hudson River Railroad	.....	400,000 00
Total	$14,782,482 58	$16,742,664 69
Less internal revenue tax on undivided profits for year ending Sept. 30, 1869	29,817 89	.....
Deficiency	.....	1,401,608 85
Balance	$14,752,664 69	$15,341,055 84

The additions to cost of road and equipment for seven years ending September 30, 1882, amounted to $16,401,161.04; during same time the increase in funded debt (including $3,039,706.48 premium on bonds issued) was $11,509,072.19. The average profit from earnings each year for the seven years amounted to 8.64 per cent, and an annual dividend of 8 per cent has been declared during that period. The proceeds of the $5,000,000 first mortgage bonds issued, which amounted with the premiums and the rental of the Athens branch for 499 years, to $6,990,000, were applied as follows: Construction increased, New York Central and Harlem roads, $2,692,329.99; permanent investments increased, $1,095,361.17; assets increased, $1,498,387.11; liabilities and bonds and mortgages decreased, $302,312.88; deficiency for the year, $1,401,608.85. In concluding his statement the auditor says that the gross earnings for October, November and December, 1882, being the first quarter of the new year, will show a gain of $1,200,000 over the same quarter for last year.

The LakeShore and Michigan Southern Railway Co.

GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

AT a meeting of the board of directors, held this day, a quarterly dividend of two per cent was declared, payable on the first day of February next.

The following is the statement which was presented at the meeting, December, 1882, being partly estimated:—

	1882.	1881.
Gross earnings	$18,275,000	$17,971,391
Operating expenses and taxes	11,125,000	11,278,429
Percentage of earnings	(60.87)	(62.76)
Net earnings	$7,150,000	$6,692,962
Interest, rentals and dividends on guaranteed stock	2,990,000	2,725,375
Balance	$4,160,000	$3,967,586
Equals per share	($8.37)	($8.02)
Dividends, 8 per cent	3,957,320	3,957,320
Surplus	$202,680	$10,266
Increase in gross earnings	303,609	
Decrease in operating expenses	153,429	
Increase in net earnings	457,038	

The passenger, mail and express business shows a gain of $800,000. The amounts received from these sources during the past three years are as follows:—

In 1882	$5,963,000
In 1881	5,161,351
In 1880	4,541,901

Operating expenses include the cost of 12,014 tons steel rails and all other outlay for the maintenance and improvement of the property. Nothing has been charged to construction account this year. The road and equipment have been fully maintained at their best standard.

F. W. VANDERBILT, Acting Treasurer.

The Michigan Central Railroad Company.

GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

AT a meeting of the board of directors held this day a dividend of two per cent was declared, payable on the first day of February next.

The following is the statement which was presented at the meeting, December being partly estimated:—

	1882.	1881.
Gross earnings	$8,950,000	$8,934,332
Operating expenses and taxes	6,525,000	6,732,096
Percentage of earnings	(72.90)	(75.35)
Net earnings	$2,425,000	$2,202,236
Interest on rentals	1,800,000	1,692,926
Balance	$625,000	$509,310
Equals per share	(3.33)	(2.72)

Balance for 1882 appropriated as follows:—

Dividend 2 per cent, February, 1883	$374,764
Construction	190,000
Surplus	60,236
Total	$625,000

The hopes entertained for the last half of the year, as expressed in the semi-annual statement of June 27, have been practically realized in the net results, as above shown.

Operating expenses include $550,000 paid for steel rails, $15,000 for new locomotives and $70,000 for new iron bridges.

Construction expenditures include $60,000 paid for increased terminal improvements at Detroit, South Bend, etc.; $40,000 for new works at Detroit Junction and about $50,000 for new buildings.

C. VANDERBILT, Treasurer.

Canada Southern Railway Company.

GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

AT a meeting of the board of directors, held this day, the following statement was presented, December, 1882, being partly estimated:—

	1882.	1881.
Gross earnings	$3,452,795 33	$3,369,259 56
Operating expenses and taxes	2,533,997 38	2,672,346 95
Percentage of earnings	(73.97)	(79.31)
Net earnings	898,797 95	696,912 61
Receipts from other sources.	7,937 72	9,656 91
Total net receipts	906,735 67	706,569 52
Interest on bonds	679,088 93	678,624 70
Balance	227,646 74	27,944 82
Equals per share of stock	(1.52)	(0.19)

Balance for 1882 appropriated as follows:—

Construction		$227,646 74
New side tracks	$35,497 14	
New buildings and bridges	43,238 42	
New cars	10,347 37	
Other purposes	15,265 55	
Surplus	$104,338 48	$123,308 26

Included in operating expenses are the following items of renewal:—

Ties and rails	$77,310 10
Cars built and rebuilt	87,070 51
Total	$164,380 61

C. VANDERBILT, Treasurer.

THE Indiana Bureau of Statistics reports great advance in the manufactures of that State. The figures show 12,088 different establishments, $50,169,061 as the capital employed, and $167,067,443 as the value of manufactured products. The value of the products is about $19,000,000 more than reported by the census of 1880. The average number of males employed was 69,273, and of females 3,698, making a total of 72,971. The aggregate amount of the wages paid these employés was $28,944,894.

IT is said that M. de Lesseps's son will visit the isthmus during the dry season. If he does there will be unbounded enthusiasm and they will open the canal for the fifth time. It already has had four opening ceremonies. These openings on paper are intensely amusing to those who have lived in these swamps for years. They all want the canal badly, and are likely to want it, from the present outlook.

THE new side-wheel steamboat City of Jacksonville, built by the Harlan and Hollingsworth Company, of Wilmington, Del., for the De Barry Merchants' Line of steamers, of Jacksonville, Fla., made her trial trip on Thursday of last week on the Delaware River. She was to have left last Wednesday via the inside route for Florida.

WORK is about to be begun on the Williamsport and Clearfield Railroad, to extend from Beech Creek, on the Bald Eagle Valley Railroad, to Cato, in the Snow Shoe coal region. The traffic will add a large tonnage to the Pennsylvania railroad lines.

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WE invite railroad officers to send us notice of elections, transfers, appointments, resignations, etc.; and all our readers would oblige us by furnishing for our columns any items of personal information, which may come to their knowledge, and are adapted to this department. We aim to record all new railway enterprises in the United States and Canada, and to note the progress of construction on all new roads and extensions; and we request all concerned in railway building to give us early information regarding the above, that our reports may be as complete as possible.

Subscribers are requested to report to our office any irregularity in receiving the JOURNAL.

Contributed articles relating to Railroad matters generally, Mining interests, Banking and Financial items, Agricultural development, and Manufacturing news, by those who are familiar with these subjects, are especially desired.

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New York Saturday December 30, 1882.

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THIS number concludes the volume for the present year, the last of a series of publications including nearly 500 pages of information, not taking into account that conveyed in the form of advertisements. Taking this as well, subscribers to the AMERICAN RAILROAD JOURNAL for the year about to expire, have received for a trifling subscription, over a thousand pages of matter, new, informing and useful. Our arrangements for next year have been made with liberality, and readers will find features additional to those which in the past have given value and earned flattering acceptance to these columns. The publishers have endeavored to keep pace in their enterprise with the steadily increasing demand for the paper, and by enlarged correspondence and the engagement of additional assistance in the editorial rooms have, they believe, materially strengthened it during the year. Such is the unanimous opinion of subscribers, the most capable of a practical and sound judgment, whose complimentary expressions and prompt renewal of their subscription and advertising patronage warrant the liberal improvements which will be continued, and which will speak for themselves at the proper time. Heartily in accord with the spirit of the season, with cordial acknowledgements of the pleasant relations of the AMERICAN RAILROAD JOURNAL with its subscribers and advertisers, present and prospective, its publishers and editors in all sincerity and heartiness wish its numerous readers everywhere,

"A HAPPY NEW YEAR."

THE AMERICAN RAILROAD JOURNAL is fifty-two years old with the present issue, and we venture to say that its editors and publishers are as anxious and busy as those concerned in its first issue, as to its contents and the punctuality of its appearance. Like the "unwearied sun" of which Addison's hymn speaks, the journalist has no cessation to his labor; and if, like him, he is found to diffuse a warmth of good feeling as well as the light of information in his steady progress, he is very well satisfied with the comparison, notwithstanding its being a remembrancer of his unresting quality. During the year many pleasing testimonies have been received, of the value and interest of the JOURNAL, and its circulation increases gratifyingly. Subscribers will find the volume for 1883 to surpass even that of the present year, of which so many good things are being said, and which has been quoted so much by other journals. Arrangements have been made for the strengthening of every department, and advertisers and subscribers alike will find the next year of their acquaintance with the JOURNAL the most profitable of all. We are gratified to see how many staunch old friends are readers of this paper, and take a particular pleasure in the anticipation that many new readers of to-day will be recognized as the "staunch old friends" of the JOURNAL many years from the date of this declining year. Cheered by this prospect and the substantial encouragement of the present time, we present our seasonable good wishes with the warmest cordiality. Though fifty-two years old, the JOURNAL is livelier and stronger to-day than ever before, and the more holiday company it entertains the greater will be the satisfaction of its promoters.

TAX-DISCRIMINATION AGAINST CORPORATIONS.

A VERY important case has just been argued before the Supreme Court of the United States, the decision of which will be looked forward to with much interest by lawyers and capitalists. Observers will have noticed in the agricultural (or Granger) States a disposition among the legislators and politicians to curry favor with the farmers who carry the floating vote by either lightening their burdens or, by what is equivalent, adding to those of other classes. The Government of the State of California seems to have fallen into the hands of an inveterate lot of communists when, a few years ago, it adopted a new constitution. Among other things the new régime required that a law should be enacted making radical changes in the manner of levying taxes. It was purposely aimed at the corporations, for it provided that while individuals might deduct from the assessed value of their real estate the mortgage thereon, it denied this to corporations. A corporation is an artificial person, and the Supreme Court has decided that such fictitious persons have the same rights, within their charter-powers, as natural persons.

The Fourteenth Amendment to the Constitution of the United States says that "no State shall deny any person within its jurisdiction the equal protection of the laws." This has commonly been supposed to refer to the discrimination "on account of race, color or previous condition of servitude;" but on its face it carries no such limitation. If it is not broad enough to cover corporations, it ought to be; and every company, whether railroad, insurance, banking, mining, manufacturing or trading, doing business in the States beyond its home State is equally interested to see that some such constitutional limit is put upon the caprice or prejudice of the thirty-eight States.

The suit pending is one brought by the South-

ern Pacific Railroad Company against the assessor of San Mateo county, Cal., and has been heard by the Circuit Court of California, with a decision in favor of the Company. An array of legal talent has been brought out on both sides, and as the Supreme Court has been in large part reconstructed of late, it is difficult to forecast the decision, or the numerical division of the Judges. It remains to be seen, therefore, whether the California demagogues, in their haste to discriminate against corporations who have no votes, and in favor of farmers whose votes they hoped to catch by such legalized communism, have not overdone the matter. Of course, if this agrarian law stands the test of the court of last resort it is equivalent to saying that the railroads of the State may be made to pay all the taxes of the State. In California, too, there is a State Railroad Commission which claims the right to regulate and prescribe the rates of fare, so that if at one end the political power can deprive the railroad of its revenue, and at the other end can require its income to be handed over as taxes without allowing an appeal, the spoliation of railroad property is complete.

It is an old saying that "thieves rarely succeed—they don't know enough." It makes no difference whether the thief operates with the crowbar or with a fraudulent statute, he is sure to come to grief. The thieving souls who get themselves elected to office on the promise that if elected they will rob somebody and divide with the voter are no exception. We shall be surprised if the majority in California do not turn on their agrarian advisers.

TWO pamphlets on an important subject have just been received at this office, for review. The first contains a statement of action by the National Board of Trade and the New York Board of Trade and Transportation on the Government Postal Telegraph and Telephone System of Great Britain, as contrasted with the system obtaining in this country; and the second is a reprint of an ably prepared paper on postal telegraphy, read recently before the Board of Trade, at Scranton, Penn., by J. A. Price. Both condemn the American service as leading to abuses which are prejudicial to the public interests, and favor the British system as far preferable. In view of the fact that the present Postmaster-General of the United States favors a postal telegraph, a more than ordinary interest attaches to the subject treated; and we commend the pamphlets named to the attention of all interested in the attainment of the best and cheapest methods of providing facilities for the use of the telegraph and telephone in the United States. The argument in both productions is based upon an array of figures and facts, the trustworthiness of which is not open to question; and is stated in a compact and readable form.

RAILROAD MEDICAL SERVICE.

[*Continuation of the French System.*]

BY S. S. HERRICK, M. D.

SECRETARY OF BOARD OF HEALTH, STATE OF LOUISIANA.

ON the subject of sanitation of buildings and of railroad cars, I am in receipt of a recent communication from the management of the Northern Railway, through the U. S. Consul-General at Paris.

There are no special written regulations concerning the sanitary condition of buildings. The designs of structures, previous to their execution, are submitted to the inspection of the state authority, which moreover reserves, after completion, a right of superintendence provided in the conditions of contract.

Relative to traffic, there are no special sanitary precautions, except for the transportation of animals, in order to obviate the epidemic diseases which scourge them. Stock cars, coming from a foreign country to the French frontier, are visited by an agent of the government, who stops every car containing sick or suspected animals.

On reaching its destination, every cattle car, after its discharge, is subjected to a thorough cleansing, internally and externally, after which its floor and inner walls are treated with a solution of zinc sulphate. At stations where locomotives are housed or stationary steam-boilers are available, disinfection of the cars is effected by super-heated steam, which is thought to be more effectual than the disinfecting liquid.

The transportation of animals is made in covered cars specially constructed for this purpose. For the carriage of beeves, horses and large animals, cars are used having a length of 4.40 to 5.94 *metres*, a breadth of 2.50 and a height of 2.14 *metres;* and these hold six to eight animals. Ventilation is provided by four moveable windows on the sides. Sheep and small animals are carried in cars with two floors, allowing about sixty head to each car.

Cattle trains usually have rapid and uninterrupted dispatch, to shorten as much as possible the time of confinement. They are generally accompanied by special attendants employed by the shippers, to look after the feeding, loading and unloading of the animals.

The above regulations are instituted by the paternal government and carried out by its officers.

Similar regulations are in force upon the Paris, Lyons and Mediterranean Railroad and upon the Eastern Railway, having reference to the exclusion of pestilential diseases. The companies assume no risks from overcrowding or deprivation of food or water, these matters being left to the shippers, who employ attendants to travel on the trains with their animals.

On the Paris, Lyons and Mediterranean Railroad no precautions are taken against the infection of passenger coaches by sick travelers or infected personal baggage, as is expressly stated by one of their officials, and I have no evidence that a different practice prevails on other lines. It seems indeed remarkable that neither the paternal government nor the well-organized medical staff of these corporations should take measures to prevent the infection of rail-carriages by such spreading diseases as small-pox, scarlet fever, diphtheria and measles, and the transportation of these diseases from infected to healthy localities through the medium of sick or recently sick passengers and their personal baggage.

There can be no doubt that it is the moral duty of common carriers to protect, by all practicable precautions, the lives and health of passengers from contagious diseases. I am not aware that their legal responsibility has yet been tested by any suit for damages in case of disease contracted while traveling in rail-carriages, but it may reasonably be expected that the issue will arise at no distant day, since it is clearly within the province and power of preventive medicine to reduce the danger of propagating these diseases through the medium of common carriers to a minimum, if not to absolute nullity.

We may leave small-pox out of the question, for this is preventable positively by vaccination, and it is the fault of the individual, or of his natural protectors in infancy, if he ever contracts the disease. But take scarlet-fever, not thus preventable and never without danger, contagious during a prolonged convalescence, its infection active for an indefinite period when carried or kept in porous materials; here we have a disease which may lodge and lurk in the upholstered seats and bedding of passenger coaches, and seize upon its unsuspecting victims long after its first implantation. Surely something should be done to prevent such mischief, either by the civil authority or by the corporation.

The primary and most important function of government is the protection of life and property; but, though life is indissolubly connected with health, and though infectious diseases are those most subject to intelligent human control, yet the civil arm is but lately and rarely extended to shield the people from assaults as preventable as murder or robbery. If, then, the older and stronger governments of the east have neglected this duty, we can hardly expect our self-governing people to originate reforms of this kind, which begin by curtailing personal liberty. The want of laws for compulsory vaccination confirm this conclusion, for it is evident that the temper of our citizens will not tolerate a coercion which invades the person, even though professing to be a defence.

In this country, evidently for some time to come, the sanitation of railway carriages must be a question of property interest rather than government control, of dividends and the quotations of share-values rather than benevolence or sentiment. Liberality in providing for the comfort, convenience and rapid transit of passengers has proved a remunerative policy. Whether they would exchange a modicum of

personal liberty and convenience for a plenum of security from disease is still rather conjectural. The fact of cheerful submission to quarantine regulations, as administered by the health authorities on our railways here in the southwest, is rather encouraging to the policy of prevention; but it is evident that no radical and far-reaching measures could be successfully inaugurated, in the absence of an epidemic either actual or impending. It is certain that such a medical or sanitary *surveillance* of passengers, as would measurably prevent the admission of individuals affected by the ordinary infectious diseases to railway carriages, must be felt by the public; and, while approved and willingly tolerated by the majority, might be resented clamorously by the unreasonable few who are habitual fault-finders. These sticklers for the democratic (politics aside) right to make themselves disagreeable and dangerous, might be relegated to a personal-liberty car by themselves, as tobacco-smokers are now accommodated, but without privilege of invading the protected cars at all; and thus the peace of traffic be conserved. It is not improbable that the methods and appliances of safety might be made fashionable and remunerative, by adroit management, as the Pullman-car service has become within a few years. Such coaches should be made exclusive and more expensive to their occupants. Even the crazy Hamlet was about ready to admit that human nature could be played upon, like a pipe, if you would but study and learn its stops.

I forbear at present to enter upon details of such a feature in railroad sanitation. The matter is somewhat speculative, and must necessarily be evolved rather than created.

[TO BE CONTINUED.]

Color-Blindness Once More.

BY WILLIAM S. HUNTINGTON.

THE men of science have kindly given us a rest of a few months on the subject of defective vision, styled color-blindness. There is always a calm before a storm, and there are indications of a breeze from the same quarter that the *wind* came from some time since. But, as "it is an ill wind that blows good to no one," we may expect some good results from the storm that is evidently brewing. It is expected that Congress will appropriate a liberal sum for the purpose of ascertaining the extent of defective vision among government employés. The experts who have charge of the investigations will get a good plum, whether the public receives any benefit from the expenditures or not. However, it will be a matter of satisfaction worth paying a reasonable amount for to know how many men who are color-blind are in the government employ; but what the people are most interested in, and what they are willing to pay for, is to know to what extent (if any) the public service is injured and the lives of people endangered on land and water by the employment of these men. Opthalmic surgeons who have given the subject their attention, have astonished the world by the great numbers of color-blind men they have discovered in positions of great responsibility; but they have not succeeded in showing that a single life or a dollar's worth of property has been destroyed in consequence of color-blind employés on railways or as pilots. It is true that accidents have happened to trains and vessels in charge of men whose visions were defective, but these disasters have never been traced directly to color-blindness as the cause.

Suppose these experts select a number of the worst cases of color-blindness they can find, and an equal number whose vision is perfect, and all employed in the same capacity, and ascertain which class has destroyed the most lives and property in a given time of service. This would be information worth paying for. Men whose vision is known to be perfect frequently become confused and mistake signals, with disastrous results, and a man color-blind could do no worse. An expert who was examining a number of men for color-blindness, became confused himself to such a degree that he was in fear that some of his subjects would discover his infirmity and *expose his color-blindness.*

The experts examine the operatives; *but who will examine the experts?* The latter gentlemen say that a man's vision may be perfect now and in a year hence develop color-blindness to an "alarming extent." Therefore it is necessary that operatives be examined at short intervals, to make sure that their vision remains perfect. But suppose that in the interval the expert has become color-blind, which, according to their theory would not be at all unlikely, they would give certificates of perfect vision to the very men they are paid to weed out of the service as dangerous! And again, suppose these examiners have been examined by the "boss experts" and their (the latter's) vision has become defective, where does the safety come in? Mariners and railroad men use but three colors in their codes of signals, and they have been selected as being the most readily discernible of any colors in the list under all conditions of the atmosphere, and the most likely to attract the attention of engineers, pilots and others at all times. Men who are color-blind will not give the proper name to these colors, but they know exactly what they mean, and that would seem to be all that is required.

Some months since the writer had occasion to mention the fact that a deaf man was giving entire satisfaction as a brakeman on a freight train, and an engineer with only one eye had served a quarter of a century and was regarded as one of the safest runners in the country, but was discharged by the examiners as unsafe! Some of the gentlemen who are hunting for the color-blind waxed funny on reading these statements, and proceeded to argue that railway managers had better procure their brakemen from the asylums for the deaf, and hinted that they had better search the country for one-eyed men for engineers, who, according to my statement, were the most reliable. The statement above referred to was made to show that under the present system of inspection great injustice will and has been done to a great many of the most reliable and thoroughly tried men in the country. If it can be shown conclusively that a man is, from any cause, an unsafe or improper person to hold a position of great responsibility, he should be removed, or, if not already employed, rejected on application for employment. Too much care cannot be exercised in the selection of men as railway operatives and for the marine service, but there is such a thing as overdoing even a good thing, or in being "more nice than wise." For instance, men who are said to be color-blind are discharged after twenty years of service without accident, but men who can outdo an artist in naming colors and shades but have met with many accidents (so called) by failing to notice signals are retained in the service. When a man gets old he should be examined for amaurosis, and in fact impaired vision should be looked for in persons of all ages, but when signals can be seen a proper distance and their meaning understood, what more do we want in the line of vision?

CANADIAN DEPARTMENT.

MR. JAMES J. WHITE, Ottawa, Canada, writer of "Our Canadian Letter," acts as agent for the AMERICAN RAILROAD JOURNAL COMPANY, in Canada. He is authorized to receive, in behalf of the company, subscriptions and advertisements for this journal; also news of the character which he can utilize in the preparation of his Letter, or send to us for use elsewhere within these columns. He respectfully invites information concerning Railroad matters generally, Mining, Banking, Finance and Manufactures.

OUR CANADIAN LETTER.

[From our Special Correspondent.]

"REFUTING A MISREPRESENTATION" — TORONTO CORN EXCHANGE MEMORIAL ON THE "CANALS" — NORTHWEST NOTES — MARITIME PROVINCE NOTES—RAILROAD AND OTHER NOTES—"THE CANADIAN CASTLE GARDEN"—THE MONTREAL ICE PALACE AND ELECTRIC LIGHT.

GREAT interest is being developed in railway matters just now in Canada, no less than twenty-five new charters and extensions having been applied for, and the prospect is the number will be increased before Parliament meets in January next. The acquisition of the North Shore Railway by the Grand Trunk is bitterly opposed by certain papers, and the outcome of the Grand Trunk controlling both sides of the St. Lawrence will be the immediate construction of competing lines to the seaboard, and active measures on the part of the syndicate to secure their share of the traffic.

NORTHWEST PAMPHLET.

The Department of Agriculture have just issued a pamphlet on the "Canadian Northwest, its climate and productions." The object of the pamphlet is to counteract the injury done to the Canadian west by a pamphlet circulated in England and Europe by the Northern Pacific Railroad, and steamship and other companies. This pamphlet contains gross misrepresentations, and in order to refute these, the Canadian department publish letters from eminent divines, scientists and citizens who know the country well, and who speak of it in very high terms, and on account of the climate and fertility recommend it as a place for settlement. Among the letters published are extracts from letters of ex-Governor Horatio Seymour of New York, the late William H. Seward, and U. S. Consul Taylor, of Winnipeg.

Mr. C. H. Mackintosh, M. P., president of the proposed Ottawa and Gatineau Valley and Colonization Railroad, has just returned from England, where he has been engaged in looking after the interests of his company. He speaks encouragingly of the results of his mission, and expects that this important branch of our railway system will be placed under construction at an early date.

MARITIME PROVINCE NOTES.

An order of the marine department directs that in future the two lights on St. Paul's Island at the entrance to the Gulf of St. Lawrence, heretofore exhibited all the year round, will be extinguished on Dec. 31, and relighted on April 1 following; subject to the condition that if at any time during this interval, open water should be visible, or other circumstances indicating that navigation in the vicinity of the island is practicable, the lights will be exhibited for the time being.

Manganese is being shipped to New York from Markhamville, N. B.

The St. John Nut and Bolt Works are doubling their capacity, and are doing a largely increasing business, which will compel them to further increase their capacity.

The Lake Megantic Railway surveying party have been exploring for a line some twelve miles north of Monson, at a point between Lake Pond and Lake Onaway.

NORTHWESTERN NOTES.

The city council of Winnipeg has received an offer from Edinburgh, Scotland, of 99½ for half a million dollars debentures, and a month is asked to take the remaining $500,000 at par. Financial agents have been appointed at New York, London and Edinburgh.

The Portage, Westbourne and Northwestern Railway of Manitoba has been sold for $617,000 to a company composed of Sir Hugh Allan's executor, Andrew Allan, of Montreal, P. G. Allan, Liverpool, Messrs. Duncan McArthur, F. H. Boyle, C. S. Drummond, and L. N. Ruttan of Winnipeg. The railway is in running order as far as Gladstone, and graded fifteen miles beyond, and will be railed and completed for traffic by April 1, 1883. Tenders for construction of the line as far as Minnedoza will be let immediately.

A strong mining company has been formed at Winnipeg to develop the coal mines on the Saskatchewan at Medicine Hat.

West Lynne will give a bonus of $60,000 to the Canadian Pacific Railway on condition that the company shall build, complete and operate a loop line of railway with a passenger station equal in size to the present station in Emerson with the necessary freight-sheds and appurtenances.

RAILROAD NOTES.

The Grand Trunk Railway will construct a branch from Berlin to St. Jacobs and Elmira.

Work on the Kingston and Pembroke Railroad is going on rapidly.

Owing to the increasing traffic of the Grand Trunk, a second track between Montreal and Toronto will be laid in the spring.

The Grand Trunk Railway have just sent out a locomotive weighing seventy-two tons, with 5 ft. 8 driving wheels and 18x24 cylinders. This locomotive is one of several which are to be placed on the line between Sarnia and Montreal. They will be the most powerful and fastest engines in America.

Wednesday last the Essex Center cut off was completed, and Windsor, Ont., has another railroad with regular train service. Great credit is due the contractors, C. E. Danforth & Co., for the promptness with which they paid their workmen. On Wednesday morning there were 450 men and 188 teams at work; they finished at 11 A. M., and before 10 o'clock, P. M., every man had received the amount due him—some $30,000 having been paid out during the day by the cashier, Mr. F. B. Ushher.

The Grand Trunk Railway will pay, it is said, $5,250,000 for the North Shore Railroad, between Quebec and Montreal.

A company has been formed for the construction of the Caraquet Railway, between Bathurst and Shippegan harbor a distance of forty miles.

As the Midland has not been able to arrange with the Canadian Pacific, it will have to complete its line to Ottawa, and very probably to some point on the Grand Trunk Railway. Cornwall is endeavoring to get this connection; a charter will be asked for a road from Cornwall to Perth or Carleton Place, and also for another road from Cornwall to Ottawa, with branches to L'Orignal, Carleton Place and Smith's Falls.

The Grand Trunk could now build a short and inexpensive line to Sault Ste. Marie, and this line would also be of great use for its Toronto traffic. The best way to do this would be to connect the Midland Railway at Perth with Cornwall by an air line. The Midland could be used from Perth to Maberly, and from the latter point, it is said, a comparatively cheap line could be built in a northwesterly direction to Sault Ste. Marie.

The route of the Canadian Pacific from Prince Arthur's Landing, Lake Superior, eastward, has been agreed upon by the company and the government.

The Canadian Pacific will construct a connecting link of about seventeen miles between Emerson, Manitoba, and the southwestern junction of their road.

It is rumored that the Canadian Pacific have purchased the Pontiac and Pacific Junction. This gives the company control of both sides of the upper Ottawa as far as Pembroke.

THE CANADIAN CASTLE GARDEN.

The Emigration Buildings at the Tanneries, Montreal, for the temporary accommodation of immigrants *en route*, are substantial and comfortable. Although not large enough for the increasing demand, three hundred persons can be seated at the tables, and one thousand persons and over (which often is the case) can be accommodated with meals in a very short time by the caterers, Mr. Daniel McClanaghan and Mr. George Carslake. The meals are very good, and furnished in neat, clean white dishes. During an experience of six days' inspection I found the expression of thanks and gratitude on the part of the immigrants unanimous, and it can be safely set down that in no other place on the continent are the immigrants so well received and treated as at Montreal—in fact no other system would be tolerated by the department and the great city of Montreal. Immigrants are received at Montreal from Halifax, Quebec, Portland, Boston and New York, and sent on with all dispatch to their destination. The tide of emigration has been very large this year, but in 1883 it is expected will be doubled. Mr. John J. Daly is the emigration agent, and Mr. Wm. Nichol, his assistant, and the Department of Agriculture and the public are to be congratulated in having such indefatigable, kind and humane men in charge of the Montreal branch.

THE ICE PALACE AND CARNIVAL.

Preparations are nearly completed at Montreal for the Grand Carnival to take place in January. There will be skating, curling matches, snow-shoe races, and at night torch-light processions and parades. The ice palace will be constructed in geometrical and architectual style, and will be very attractive. The palace will be lighted up by electricity reflected through red, blue, white, green and other colored globes placed behind transparent ice. An offer has been received from Messrs. R. J. Kimball & Co., Bankers and Brokers, 40 Broadway, N. Y., to furnish their "Fuller Electric Light" free to the Carnival Committee; and the chairman, Mr. Robert Reed, informed me that in case the palace "was located on Victoria Square, the 'Fuller Light' would be used." While speaking of electric light, it is very strange that the American electric light companies do not make an effort to introduce their light at Ottawa, and secure the approval, and thereby the patronage of the Government. There is a fine opening to introduce the electric light in the Parliament buildings, at Ottawa. Any company desirous of securing information on this subject can do so by addressing your correspondent.

"W."

OTTAWA, December 28, 1882.

A VIRGINIA (Nevada) man recently erected some kind of a new-fangled pumping apparatus for a rancher at Paradise Valley. The pumping machine was to be driven by wind. The other day when a ten-knot breeze was blowing the inventor "turned her loose." In about half an hour the machine flooded the cattle corral with water and floated away the butt end of a haystack. The ranchman yelled to his machinist, "Stop her! stop her!" but it happened that provision for stopping was what the inventor had not thought of. Had it not been that the well was soon pumped dry the whole ranch would probably have been washed away. Even after the well was dry the machine threw mud and gravel so wickedly that to approach it was unsafe. The rancher now says: "It is a good pump—a wonderful pump!—but it needs a regulator."

THE Steamer City of Panama, which arrived in Panama Bay on the 15th from Central American ports, had a most valuable cargo of indigo. It was for different directions, almost every steamship line leaving the isthmus having to receive some of it. In all there were 3,749 packages.

LARGE type is not necessary in advertising—blind folks don't read newspapers.

The Stock Exchanges and Money Market.

New York Stock Exchange.

Closing Prices for the week ending Dec. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Adams Express	.....	.....	.....	.....	.....	.....
Albany and Susq.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	.....	93	91	.....	.....	.....
Burl., C. R. & Nor.	80	.....	.....	.....	.....	.....
1st mortgage 5s	100½	.....	100½	.....	100¼	100½
Canada Southern	69⅞	69	69½	.....	68	68
1st mortgage guar	.....	98¾	.....	.....	99	98⅞
Central of N. Jersey	72⅛	71½	71½	.....	70⅜	70⅛
1st mort. 1890	.....	.....	.....	.....	.....	.....
7s, consol. ass	.....	.....	.....	.....	110	.....
7s, convertible ass	109½	.....	.....	.....	.....	.....
7s, Income	.....	.....	.....	.....	.....	.....
Adjustment	.....	.....	.....	.....	.....	106
Central Pacific	86¾	86½	86½	.....	86¼	86⅛
6s, gold	.....	.....	106	.....	116⅛	.....
1st M. (San Joaq)	.....	.....	.....	.....	106¾	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	23¼	.....	23¼	.....	.....	22⅛
1st pref	.....	.....	.....	.....	33¾	.....
2d pref	.....	.....	.....	.....	.....	.....
1st mort., series B	87⅞	87⅞	88	.....	88½	88⅛
Chicago and Alton	134¼	.....	134⅛	.....	.....	134
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	113¼	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	128¼	128¼	127⅝	.....	127½	126
7s, Consol. 1903	.....	.....	.....	.....	129	.....
Chi., Mil. & St. Paul	107¾	107¾	108¼	.....	106⅝	107¼
Preferred	122	122	.....	.....	121¾	.....
1st mortgage, 8s	.....	.....	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	125	.....
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	123
1st M. (I. & D. ext.)	.....	.....	.....	.....	.....	.....
1st M. (H. & D. div.)	.....	.....	.....	.....	.....	.....
1st M. (C. & M. div.)	126	.....	.....	.....	.....	.....
Consolidated S. F.	.. ..	.....	.....	.....	.....	.....
Chi. & Northwestern	138⅛	138¼	138	.....	137¼	137⅛
Preferred	155⅞	155⅞	.....	.....	155	154
1st mortgage	.....	.....	108	.....	.....	.....
Sinking Fund 6s	.....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. Gold bo'ds	.....	125	.....	.....	.....	.....
Do. reg	.....	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	129	128¾	128⅞	.....	128⅝	128⅛
6s, 1917, c	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.	.....	.....	82¾	.....	.....	.....
1st mortgage	..	.....	121¼	.. ..	.....	121
Clev. & Pittsburg gr.	.....	.....	.....	.....	.....	139
7s, Consolidated	....	.....	.....	.....	.....	126⅛
4th mortgage	.....	.....	.....	.....	.....	.....
Col., Chi., & Ind. Cent	4	4	4	....	4	4
1st mortgage	.....	.....	.....	.....	.....	130
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	108⅞	108¼	108½	.....	108½	108⅜
Reg. 7s, 1891	.....	.....	.....	.....	.....	.....
Reg. 7s, 1884	107	.....	.....	.....	.....	.....
7s, 1894	.....	.....	.....	.....	.....	.....
Del., Lack. & Western	130⅝	130½	130⅜	.....	128¼	128⅛
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Consol. 1907	128	.....	.....	.....	128⅜	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. 5s, ext.	.....	.....	.....	.....	.....	.....
3d mortgage	102	102¼	.....	.....	.....	.....
4th mort. 5s, ext.	.....	.....	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	....	.....	.....	.....	.....	.....
Great West. 1st mort	.....	.....	107⅛	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Hannibal & St. Jo.	.....	.....	.....	.....	.....	.....
Preferred	80	.....	80	.....	78	.....
8s, Convertible	.....	107	.....	.....	.....	106⅛
Houston & Tex. Cen	.....	.....	.....	.....	78½	.....
1st mortgage	.....	112	112	.....	111¾	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Illinois Central	145	144¾	143⅞	.....	143	142⅝
LakeShore & MichSo	117⅛	116¼	117⅜	.....	116⅜	116⅜
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	.....	.....	.....	.....	.....
Leh. & W. B. con. ass	101	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	54⅛	54	54⅜	.....	52⅞	53⅝
7s, Consolidated	115¼	.....	115	.....	.....	.....
Manhattan	.....	.....	.....	.....	.....	.....
1st pref	.....	.....	.....	.....	.....	.....
Met. Elevated	.....	.....	.....	.....	.....	.....
1st mortgage	102	101¾	102½	.....	102¾	.....
Michigan Central	103	102¾	102⅞	.....	100⅞	101½
7s, 1902	.....	.....	.....	.....	.....	123
Morris & Essex	.....	.....	122¼	.....	.....	123¼
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s of 1871	.....	.....	.....	.....	.....	.....
7s, Convertible	...	.....	.....	.....	.....	.....
7s, Consolidated	.....	122¼	.. ..	.....	.....	122¼
N. Y. Cen. & Hud. R.	130	129¼	129⅝	.....	128¼	128⅛
6s, S. F. 1883	.....	.....	.....	101	.....	.....
6s, S. F., 1887	... .	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	134
1st mortgage, reg.	....	.....	.....	.....	.....	.....
N. Y. Elevated	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	117½	.....	118⅛	.....
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	... .
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	...	.....	.....	.....	.....	.....
N. Y. Lake Erie & W	39⅛	39⅛	39¾	.....	39⅛	39⅛
Preferred	87⅜	87¼	.....	.....	87½	86¾
2d Consolidated	97	97	96¼	.....	96⅜	96¼
New 2d 5s fund	.....	.....	.....	.....	.....	.....
N. Y., N. Hav'n & Hart	.....	.....	.....	.....	.....	177
North Mo. 1st mort	.....	.....	.....	.....	.....	.....
Northern Pacific	46	45¾	46¾	.....	45½	46
Preferred	85¾	84½	85¼	.....	84½	84⅝
Ohio & Mississippi	33⅜	32⅞	.....	.....	32⅝	32½
Preferred	....	.....	94¼	.....	.....	90
2d mortgage	....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	119	.....	119½	.....	.....	.....
Pacific Mail S. S. Co	43¼	42¼	43	.....	43⅛	43⅛
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Panama	.....	.....	.....	.....	.....	.....
Phila. & Reading	54¼	54¼	54	.....	52¾	52⅝
Pitts, Ft. W. & Chi. gtd	.....	.....	.....	.....	.....	.....
1st mortgage	138½	140	.....	.....	.....	125
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	131	.....	.....	.....	.....
Pullman Palace Car	125	.....	.....	.....	.....	.....
Quicksil'r Min'g Co	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
St. Louis & San Fran	.....	.....	...	.....	.....	.....
Preferred	54⅛	.....	54⅛	.....	53	.....
1st Preferred	.....	.....	.....	.....	.....	.....
St. L., Alt'n & T. H.	45	46	.....	.....	47	45
Preferred	.....	.....	.....	.....	... .	89½
1st mortgage	....	.....	.....	.....	.....	117
2d mort. pref	.....	.....	.....	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	104⅛	.....	104½	.....	105	.....
Toledo and Wabash.	....	.....	.....	.....	.....	.....
1st mortgage	.....	107¾	.....	.....	.....	.....
2d mortgage	.....	.....	98¼	.. .	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
St. Louis Division	.....	.....	.....	.....	...	102⅛
Union Pacific	103¾	103⅝	103⅝	.....	102¾	102⅜
1st mortgage	.....	116½	116½	.....	116⅝	116⅛
Land Grant 7s	.. ..	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	117½	.....	.....	.....	118
United States Ex	66	.....	.....	.....	.....	.....
Wabash, St. L. & Pac	34⅞	35⅜	36½	.....	35	35⅜
Preferred	54⅞	55⅛	55⅜	.....	54⅞	54⅞
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	.....	.....	131	.....	131	.....
Western Pacific b'ds	.....	.....	113¼	.....	.....	.....
Western Union Tel.	81¾	82	82½	.....	81⅞	81⅛
7s., S.F conv., 1900	.....	.....	.....	.....	115¼	....
FEDERAL STOCKS :—						
U. S. 4s, 1907, reg	.....	119⅛	.....	.....	119⅛	.....
U. S. 4s, 1907, coup	....	.. ..	.....	.....	120¾	120¾
U. S. 4½s, 1891, reg	.....	.....	.....	.....	113	.....
U. S. 4½s, 1891, coup	113¼	113⅛	.....	.....	.....	.....
U. S. 5s, cont'd at 3½	.....	.....	103⅜	.....	103¼	103¼
U. S. 3s, reg	103⅜	.....	103¼	.....	103⅜	103⅜
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, coup	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Closing Prices for the Week Ending Dec. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Atch., Top. & San. Fe.	86⅞	86¾	86⅝	.....	85⅜	85
1st mortgage	120½	.....	... .	.....	121	120⅝
Land Grant 7s	.....	.....	.....	.....	.....	.....
Boston & Albany	173	173¼	173½	.....	174	.....
Boston and Lowell	.....	.....	.....	.....	.....	.....
Boston & Maine	149	.....	.....	.....	.....	.....
Boston & Providence	.....	.....	.....	.....	.....	.....
Bos'n, Hart. & Erie 7s	.....	.....	... .	.....	.....	.....
Burl. & Mo. R. L. G. 7s	.....	.....	.....	.....	.....	.....
Burl. & Mo. R. in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	... .	83	.....	.....	83
Chi., Burl. & Quincy	123½	128¼	128½	.....	127	126⅛
Cin., Sand. & Clev ($50)	.....	.....	25	.....	....	24½
Concord ($50)	....	.....	102	.....	.....	102
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	35	... .	.....	.....	33½	35
New 6s, Bond	.....	110	.....	.....	110	.....
Fitchburg	.....	.....	.....	.....	.....	.....
N. Y. & New England	49¾	49¼	.....	.....	50	49⅛
7s	.....	115⅝	115⅞	.....	115¾	... .
Northern N. H.	.....	109	.....	.....	.....	.....
Norwich & Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Old Colony	.....	134	.....	.....	134¾	.....
Ph., Wil. & Balt. ($50)	.....	.....	.....	.....	.....	.....
Portl'd, Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val 7s	.....	.....	.....	.....	113¼	.....
Pullman Palace Car	125	125½	.....	.....	.....	.....
Union Pacific	103¾	103¾	103⅞	.....	102¾	102¾
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	... .	.....	.....	.....	.....	.....
Vermont & Mass	.....	131	.....	.....	.....	.....
Worcester & Nashua	.....	58¼	.....	.....	.. .	....
Cambridge (Horse)	..	.....	.....	.....	85	.....
Metropolitan (Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal. & Hecla Min'g Co	.....	.....	....	.....	252	.....
Quincy	.....	.....	.....	.....	.....	.....

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Dec. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu 26.
Allegh'y Val. 7 3-10s	.....	.....	.....	.....	.....	.....
7s, Income	.....	47¾	.....	.....	.....	.....
Buff., Pitts & West.	18⅛	....	18¾	.....	.....	18¾
Camd'n & Am. 6s, '83	.....	.....	.....	.....	.....	.....
6s, 1889	112	.....	107¾	.....	.....	.....
Mort. 6s, 1889	.....	112	.....	112	.....	112
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	.....
Preferred	....	.....	.....	.....	.....	.....
2d pref	.....	.....	.....	.....	.....	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	....
7s	.....	.....	.....	.....	.....	.....
Elmira & Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	. ...	.....	15	.....	.....	.....
Preferred	....	. ...	31	.....	.....	31¾
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation.	39	39	38¾	.....	.....	38¾
6s, 1884	.....	.....	103	103	.....	.....
Gold Loan	.....	....	110	.....	.....	.....
Railroad Loan	.....	.....	.....	115⅛	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	. ...	.....
Consol. Mort, 7s	.....	116	.....	.....	.....	116¼
Lehigh Valley	63¼	.....	63¼	63⅜	.....	63¼
1st mort. 6s, coup	....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....	.....
Consol mort. 6s	120	120	.....	.....	.....	.....
Consol. mtg. 6s, reg	120	.....	.....	.....	.....	.....
Little Schuylkill	59¾	.....	.....	.....	.....	.....
Minehill & Sch. Hav'n	....	.....	....	62¾	.....	62¾
North Pennsylvania	64	.....	.....	64	.....	64
1st mortgage 6s	.....	.....	.....	105	. ..	.....
2d mortgage 7s	.....	120	.....	.....	.....	119
Genl. mtg. 7s, coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	. ...	.....	. .
Northern Central	.....	57¼	.....	57¼	.....	57⅛
5s	.....	.....	.....	.....	.....	.....
Northern Pacific	45⅝	46	45⅝	46⅜	.....	45⅛
Preferred	84¾	85¼	84¾	85¼	.....	84⅜
Pennsylvania R. R.	60	59⅝	60	60⅜	.....	59⅞
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	...	.....	.....	.....
Gen'l mort reg	.....	.....	.....	.....	.....	...
Consol. mort. 6s	.....	.....	117	.....	.....	.....
Consol. mort. reg	....	.....	.....	.....	.....	.....
Pa. State 5s, new	.....	119	.....	.....	.....	.....
do 4s, new	.....	.....	.....	.....	.....	.....
do 3½s, 1912	.....	.....	.....	.....	.....	.....
Phila. & Reading	27¼	27⅜	27¼	27⅜	.....	26¼
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	72⅛	72¼	72¼	72	.....	... .
Consol. mort. 7s	.....	122	.....	.....	.....	122⅛
Consol. mort. reg	.....	123	.....	.....	.....	.....
Gen'l mort. 6s	96	96	96	96	.....	96
Def. Income bonds	.....	.....	.....	.....	.....	.....
Philadelphia & Erie	.....	.....	.....	.....	.....	.....
1st mortgage 5s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	115¾	.....	.....	.....	.....
Pittsb., Cin. & St. L. 7s	.....	.....	.....	.....	.....	.....
Pitts., Tit. & Buff. 7s,	.....	.....	.....	.....	.....	.....
Schuylkill Navi't'n.	. ..	.. ..	.. ..	.....	.....	.....
Preferred	.....	11¾	.....	.....	.....	.....
6s, 1897	.....	.....	.....	.....	.....	.....
6s, 1907	.....	.....	.....	.....	.....	.....
United Co. of N. J.	.....	.....	.....	.....	.....	.....
Hestonville, (Horse)	.....	.....	.....	.....	.....	.....
Chestnut & Walnut)	.....	.....	.....	.....	... .	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Dec. 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26
Baltimore & Ohio	.....	.....	199	.....	.....	200
6s, 1885	.....	.....	.....	.....	.....	.....
Central Ohio ($50)	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s	129	130	130	.....	.....	.....
2d mortgage, 7s	.....	101	101¾	.....	.....	.....
3d mortgage, 8s	.....	56	56½	.....	.....	.....
Northern Cen. ($50)	57¾	57¾	57½	.....	.....	.....
2d mort. 6s, 1885	.....	.....	.....	.....	.....	.....
3d mort. 6s, 1900	.....	.....	.....	.....	.....	.....
6s, 1900, gold	.....	.....	.....	.....	.....	.....
6s, 1904, gold	.....	.....	.....	.....	.....	115
Pitts. & Connelsv. 7s	.....	.....	.....	.....	.....	122
Virginia 6s Consol.	62	52	61¾	61¾	.....	62
Consol. coupons	.....	.....	62	62	.....	.....
10-40 bonds	43¾	43¾	.....	44	.....	.....
Def'd Certificates	.....	.....	.....	.....	.....	.....
New 3s	46½	.....	.....	.....	.....	.....
Western Maryland	.....	16	.....	.....	.. ..	.....
1st M., end. by Balt	.....	.....	.....	.....	.....	.....
2d M., do.	.....	.....	.....	.....	.....	.....
3d M., do.	.....	.....	.....	.....	.....	.....
1st M., unendorsed	....	.....	.....	...	.....	.....
2d M., end. Wash Co	...	.....	.....	.....	.....	.....
2d M., preferred	.....	.....	.....	.....	.....	.....
City Passenger R. R.	47	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Dec. 1.		Dec. 8.	
Baltimore and Ohio 5s, 1927	106	108	106	108
Central of N. J., $100 shares	80	35	70	75
Do. consol. mort	110	112	111	113
Do. Income Bonds	88	92	89	90
Central Pacific of Cal., $100 shs.	90	91	86	89
Do. 1st mort. 6s, 1895-'98	117	119	117	119
Det., G'd Haven & Mil. Equip bds.	116	118	117	119
Do. Con. M. 5p.c., till '83 after 6p.c.	115	117	116	118
Illinois Central $100 shares	149	151	148	149
Do. S. F. 5s, 1903	104	106	104	106
Lehigh Valley Cons. mort. 1923	112	116	112	116
Louisville and Nashville mort. 6s	90	92	91	93
Do. capital stock $100 shares	53	55	52	53
N. Y. Cen. & Hud. R. mort. bonds.	132	136	132	136
Do. $100 shares	134	135	134	135
Do. mort. bonds (stg.)	122	124	122	124
N. Y. Lake Erie & West. $100 shs.	37¾	39¼	37¼	37¾
Do. 6 p. c, pref. $100 shares	86	88	87	89
Do. 1st Con. Mort. bonds (Erie).	127	130	128	132
Do. do. Funded Coupon bonds.	124	127	125	130
Do. 2d Consol. Mort. bonds	99	101	98	99
Do. do. Funded Coupon bonds.	97	99	97	99
N. Y., Pa. & Ohio 1st mort. bonds.	51¼	52¼	52	53
Do. Prior Lien bonds (sterling).	100	105	100	105
Pennsylvania $50 shares	62	62¼	61½	62
General Mortgage	124	126	124	126
Phil. & Erie Gen. mort. 6s, 1920	117	119	117	119
Philadelphia & Reading $50 shs.	26¼	27¼	26¼	26¾
General Consol Mortgage	114	116	114	116
Do. Improvement Mortgage	103	105	104	105
Do. Gen. Mtg. '74, ex-def'd coup.	96	98	96	98
St. L. Bridge 1st mort. gold bond.	121	123	121	123
Do. 1st. pref. stock	94	98	94	98
S. P'fic of Cal., 1st mort 6s, 1905-6.	106½	107⅛	106½	107⅛
Union Pacific 1st mtg. 6s, 1896-9.	117	119	117	119
Wabash, St. L. & P. $100 shares	31	33	33	35
Do. $100 pref shares	56	57	54⅛	56⅛
Do. gen. mort. bonds	81	83	81	83

AMERICAN RAILROAD JOURNAL

Financial and Commercial Review.

THURSDAY EVENING, December 28, 1882.

DURING the forenoon the rate for call loans on stock collaterals was 7 per cent. After 2 o'clock money loaned as high as 8 per cent, but by 3 o'clock was down to 3 per cent.

The posted rates for foreign exchange were 4.81@4.81½ for sixty days, and 4.85@4.85½ for demand. The actual rates were: Sixty-day, 4.80¼@4.80¾; demand, 4.84¼@4.84¾; cables, 4.85¼@4.85¾. Commercial bills were 4.87¾@4.79. Continental exchange was as follows: francs, 523¾@523¾ and 520⅝@520. Reichsmarks were 94¾@95¼; Guilders were 39⅝@40.

The Wells-Fargo Express Company, which has for many years done the carrying business on the Pacific Coast has, it is said, suddenly lost its valuable branches of business north of San Francisco. They have millions invested, and have been patronized hitherto by all the gold and silver miners of California and Nevada. Every stage-coach carried a Wells-Fargo treasure box, with city gold coin going up, and gold dust, etc., returning, through wild canyons and over lonely mountains, dismal swamps and sharp turns in every highway. Everything invited the "Road Agents," whose first requisition was invariably, "hand down Wells-Fargo's box. Now, however, the approaching completion of the Great Northern Pacific Transit Railway has inaugurated at Portland, Oregon, the Northern Pacific Express Company, to begin business 1st January next, and Wells, Fargo & Co. withdraw from that route.

Baron Richthofen shows that in China the supply of anthracite coal is not less than 630,000,000,000 of tons, and the bituminous coal area is just as large. The Baron thinks that, taking what is left in other parts of the world with the Chinese coal area, we need not fear a fuel famine. He thinks that the supply in the Chinese province of Shansi alone will last the world about 4,200 years.

The gross earnings of the Northern Central Railway for the month of Nov., 1882, were $526,685.46, the expenses $378,455.10, and the net earnings $148,230.36, being a decrease of $25,226.81 as compared with the month of November, 1881. The gross earnings for the eleven months of 1882 were $5,310,172.66, expenses $3,381,007.99, net earnings, $1,929,164.67, being an increase as compared with the corresponding period last year of $427,900. In this statement the earnings of the Union Railroad are not included.

The Mexican Banking Law, prepared by the President by authority of Congress, is copied from the American law, with the exception that instead of Government bonds being deposited in the national treasury as security the bonds of railroads being constructed in Mexico, which have paid interest for last year will be used. The banks conforming to this law will only pay the stamp tax. The other taxes will be levied on banks not conforming thereto.

At New Orleans, La., on the 22d inst., Judge Righter, of the Civil District Court, rendered a decision ordering the City Council to levy and collect annually a tax of $650,000 to pay interest on and provide for a sinking fund for the redemption of consolidated bonds.

The stockholders of the Oil City and Chicago Railroad Company met in the office of the Buffalo, Pittsburg and Western Railroad Company on the 23d inst. and passed a resolution authorizing the issue of bonds of the former company to the amount of $1,600,000, to be secured by mortgage on its property and franchises. The Oil City and Chicago Company is controlled by the Buffalo, Pittsburg and Western Company, and the proposed issue of bonds is to be made in pursuance of a plan to consolidate the two companies named with the Buffalo, New York and Philadelphia Railroad Company.

The fund of $800,000, required to complete and fully equip the Toledo, Cincinnati and St. Louis Railroad and save it from falling into a Receiver's hands was all subscribed in Boston on the 23d inst., and it is expected that E. B. Phillips, the former president of the Eastern Railroad Co., will at once take the presidency of this company and push forward the enterprise. The subscribers will receive debenture bonds bearing 8 per cent interest, payable semi-annually.

The Manhattan Railway Company has paid $1,041.34, and A. D. Chambers, for a number of railroad companies, has paid $523.41 to the Comptroller towards defraying the expenses of the State Engineer's office at Albany.

During the year 1882, the receipts into the Treasury of Allegheny county, Penn., from taxes, fees, etc. were $500,908, and from liquor license $222,355, which with the balance of $261,972, on hand at the beginning of the year, makes a total of $985,235. The expenditures for the same period were $965,462, principally as follows: Interest on county debt, $218,000; matured debt, $85,000; purchase of University building, $80,000; refitting the same, $20,000; for salaries and fees, $157,000. There were 1,926 licenses granted during the year.

The statement of business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for November, 1882, as compared with the corresponding month in 1881, shows an increase in gross earnings of $533,610; an increase in expenses of $391,592; an increase in net earnings of $142,018. The eleven months of 1882, as compared with the like period in 1881, show an increase in gross earnings of $4,530,233; an increase in expenses of $3,493,838; an increase in net earnings of $1,036,395. All lines west of Pittsburg and Erie for the eleven months of 1882 show a surplus over liabilities of $1,865,628, being a decrease as compared with the like period of 1881 of $874,380.

The deposit system, under which the enlisted men of the army can leave a portion of their pay in the hands of the Government and receive interest on it, has been in operation for ten years, and during that time the sum of $3,813,081.78 has been received on deposit. The payments during the same period amount to $2,766,613.27, leaving at the close of the fiscal year the sum of $1,046,468.51 still on deposit. While the amount deposited last year ($448,566.83) was less than the amount deposited during the previous year, it is noticed that the average amount of each deposit is larger and the number of deposits less.

Senor Matias Romero, the Mexican Minister at Washington, has received a dispatch from his Government dated Dec. 22 at the City of Mexico, informing him that General Pacheco, the Secretary of Public Works, has signed a contract with Mr. George Tyng, the representative of the Learned Tehuantepec Railroad Company, and of the bondholders of the same road, which settles, in a satisfactory manner for both parties, the difficulties growing out of the action of Mexico in declaring the grant forfeited. Mr. Tyng sold to the Mexican Government the road and railroad material belonging to the company, and accepted as satisfactory to his clients the action of the Mexican Government in the premises.

A dispatch from Jefferson City, Missouri, says that the State Fund Commissioners have decided to defer payment of the January interest on certain Missouri bonds on which there are no coupons representing this interest, and the matter will be referred to the Legislature.

According to the annual report of the Texas State Treasurer, the cash in the treasury amounts to $1,770,189, and the bonds to $4,427,510. The permanent free school fund of the State consists of $492,730 cash; 5 per cent bonds, $219,468; 6 per cent bonds, $1,277,867; 7 per cent bonds, $323,000: railroad bonds, $1,753,317. In addition to the above, the schools own thirty million acres of land, valued at $45,000,000, but the price of this land is certain to be raised by the next Legislature to $3 and $5 an acre, making the aggregate value about $110,000,000, and swelling the permanent school fund, which can never be disbursed, to the sum of $114,176,382.

There was a report circulated some time since that Mr. Dillon said in Chicago that the Union Pacific stock outstanding was $65,372,155. He should have said that the Union Pacific stock was $60,854,105, and the branch line stocks $31,256,650, of which the Union Pacific owns $26,738,600, leaving $4,518,050 of these outstanding. This latter amount added to the Union Pacific stock makes a total of both outstanding $65,372,155.

At a meeting of the Board of Aldermen on the 26th inst. the Committee on Railroads reported that the capital stock of the New York and Harlem Railroad Company was $10,000,000, of which amount $9,450,000 was paid in. The funded debt was $11,109,625. During last year there were 9,031,274 passengers carried on the horse-cars of the company. The receipts from fare, at 6 cents each passenger, amounted to $541,876.46. The total receipts being $657,826. The expenses footed up $423,320.35. The property of the company was valued at $1,198,762.

The mortgage of the Jersey Shore, Pine Creek and Buffalo Railroad Company for $3,500,000 has been recorded at Williamsport, Penn.

The Mayor of Baltimore signed on the 21st inst. the new certificates of Baltimore City stock of 1925 for $371,000 awarded on account of the Western Maryland Railroad loan. The money was paid over by the persons to whom the stock was issued, and it was deposited in bank. The loan of $371,000 was made to the Western Maryland Railroad Company and receipted for by President Hood. The premium of $11,417 above par at which the stock was awarded was retained for the starting of a sinking fund for the future redemption of the loan.

The Buffalo *Commercial Advertiser* says that the local grain receipts by lake during the season just closed (including flour estimated as grain) aggregate, 58,757,083 bushels, as against 61,183,257 in 1881 and 111,799,754 in 1880. The exports show a decided increase in the three leading articles—coal, cement and salt. The coal shipments foot up to the handsome total of 1,114,498, as against 806,771 last year. The *Advertiser* adds: "The commerce of the port has not been so extensive as in former years, but there are well understood causes for the decline, which will not act permanently. There is no probability, however, that lake freights will ever again be as remunerative as they have been in the past."

Ex-Governor Seymour has written a letter to the Buffalo *Express* on the canals in which he states his belief

that the canals in future will be chiefly used to transport coarse and cheap articles, like lumber, stone, clay and coal, which railroads cannot carry as well, and which, as our population increases, will grow in tonnage immensely. He is disposed to think that increased efficiency lies in the direction of faster boats rather than in enlarging the canals.

The directors of the Buffalo, Pittsburgh and Western Railroad Company have declared a dividend of 3 per cent on its preferred stock and agreed to merge its interests with the Buffalo, New York and Philadelphia Railroad Company. A special meeting of the stockholders will be held on the 24th prox., to ratify the agreement.

The wholesale market in Montreal and Toronto is quiet, but the last six months have been more profitable than the same period for 1881. Profits were better generally in all the trades. In dry goods, some houses are carrying over heavy stocks. The supply in cotton goods is full everywhere. There is a fair prospect for a good spring trade. The manufacturers of boots and shoes report brisk business. Hardware in good demand, with prices firm. Groceries are quiet. Trade is not expected to improve until after the holidays. In Provisions, trade is reported fairly profitable. Pork packers are uncertain, and handling carefully. It is said there is no desire to hold over the crops for high prices next summer, and in consequence money is expected to be abundant.

The following quotations of sales of railway and other securities, for the week, are in addition to those given elsewhere in our columns.

New York.—Boston and New York Air Line pref., 78; Cedar Falls and Minnesota, 15; Chicago, St. Paul Minn. and Omaha, 53; do. pref., 113¾; do. consol., 119¾; Central Iowa, 28; do. 1st, 112; Chesapeake and Ohio 1st, Series A, 105¼; do. cur. 6s, 53¾; Chicago, St. Louis and New O leans 1st, 96¼; Chicago and Northwestern S. F. 5s, 99¾; Chicago, Milwaukee and St. Paul, Chicago and Pacific West div. 1st, 94; Cedar Rapids, Iowa Falls and Northern 1st, 106; Columbus, Chicago and Indiana Central inc., 52; Chicago, Burlington and Quincy Denver div. 4s, 85¼; do. Iowa div. 4s, 87½; Dubuque and Sioux City, 87; Denver and Rio Grande, 40; do. 1st, 107; do. consol., 91; Denver, South Park and Pacific 1st, 100; East Tennessee, Virginia and Georgia, 9⅝; do. pref., 17¾; do. 5s, 75¾; do. inc., 40; Evansville and Terre Haute 1st, 100; Fort Worth and Denver 1st, 67; Gulf, Colorado and Santa Fe, 1st, 112½; Houston and Texas Central gen'l mort., 98; do. Waco and N. W. div. 1st, 113: Indiana, Bloomington and Western, 35¼; do. consol. inc., 49; International and Gt. Northern 1st,105¾; do. coupon 6s, 84¼; Kansas Pacific 1st consol., 100¾; do. 6s, Denver div. ass., 107; Keokuk and Des Moines 1st, 101¾; Louisville and Nashville genl. mort. 6s, 83¾; Louisville, New Albany and Chicago, 6s: do. 1st, 104½; Long Island, 6o; Lake Erie and Western, 34½; Milwaukee, Lake Shore and Western pref., 49½; do. 1st, 99; Memphis and Charleston, 45; Minneapolis and St. Louis, 28¾; do. pref., 65; do. 2d, 101; Missouri, Kansas and Texas, 33¼; do. consol. 7s, 107¼ ; Missouri Pacific, 102¼; do. 1st consol., 100½; do. 3d, 109¼; Manhattan Beach, 19¼; Metropolitan Elevated 2d, 88; Michigan Central consol. 5s, 101; Mobile and Ohio 1st mort., 105; do. 1st deben., 80; Michigan Southern S. F., 105⅞; New York, Chicago and St. Louis, 14½; do. pref., 32½; do. 1st, 96¼; Nashville, Chattanooga and St. Louis, 59½; do. 1st, 118; New York, Ontario and Western, 25½; Norfolk and Western, 18; do. pref., 48½; do. genl. mort., 101; New Orleans Pacific 1st, 86; Northern Pacific 1st, 105¼; Ohio Central, 13¾; do. 1st, 95½; do. inc., 32; Oregon Railway and Nav., 138; Oregon Transcontinental, ex-div., 83½; Oregon Short Line 6s, 100; Oregon and California 1st, 92; Ohio Southern 1st, 80; do. inc., 25; Peoria, Decatur and Evansville, 25½; do. 1st, 103; Pittsburgh, Bradford and Buffalo 1st, 75¼; Quincy and Toledo 1st, 101; Rome, Watertown and Ogdensburgh inc., 45; do. ext. 5s, 75; Rochester and Pittsburgh, 20½; do. inc., 42½; do. 1st, 104½; Richmond, Danville and West Point, 24; Rensselaer and Saratoga, 140; Richmond and Danville 1st, 96½; do. deben., 65; St. Paul, Minn. and Man., 142½; do. 1st, 110⅜; do. 2d, 108½; do. Dakota ext. 1st, 106½; St. Paul and Duluth, 39¼; South Carolina, 24; do. inc., 57; do. 1st, 100⅜; St. Louis and Iron Mt., Cairo and Fulton 1st, 111 ; do. Arkansas Branch 1st, 107½; do. 5s, 74; St. Louis, Kansas City and Northern Omaha div. 1st, 108½; St. Louis, Alton and Terre Haute dividend bonds 6o; South Pacific of Mo. 1st, 104⅜: St. Paul and Sioux City 1st,113; St. Louis and San Francisco 2d, class A, 96: do. B, 92½; do. C, 92½; Toledo, Delphos and Burlington 1st, 55: Texas and Pacific, 40½; do. consol. 6s, 91; do. inc. L. G., 58½; do. Rio Grande div. 1st, 82; Tonawanda Valley 1st, 98; Wabash, St. Louis and Pacific, gen'l. mort. 6s, 80; do. Iowa div. 1st, 91; do. Toledo, Peoria and Western 1st, 108; Missouri 6s, fund., 1894-'95, 121½: North Carolina consol., 4s, 8c: do. Special Tax 3d class, 6½; Tennessee 6s, 45; do. compromise, 47; American Cable, 67; Mutual Union Tel., 25; do. 6s, 72½; Colorado Coal and Iron, 29; Homestake Mining, 17½.

Boston.—Atlantic and Pacific inc., 18; do. blocks, 104½; Burlington and Missouri River in Neb. 6s, nonexempt, 102; Boston, Clinton, Fitchburg and New Bedford pref., 135; Columbus, Springfield and Cincinnati, 9¾; Chicago, Burlington and Quincy 7s, 126; do. 5s, 101; do. 4s, S. W. div., 81½. do. 4s, Denver ext., 84; Chicago and West Michigan, 60; Fort Scott Branch, 101; Flint and Pere Marquette pref., 103; Iowa Falls and Sioux City, 89¼; Jackson, Lansing and Saginaw 8s, green, 112½; Kansas City, St. Joseph and Council Bluffs 7s, 113½; Kansas City, Lawrence and Southern 5s, 104¾; Kansas City, Fort Scott and Gulf, 84; do, 7s, 111⅜; Kansas City, Springfield and Memphis blocks, 100; Little Rock and Ft. Smith, 47; Mexican Central, 21½; do. 7s, 72⅞; do. blocks No. 3, 94¾; Marquette, Houghton and Ontonagon, 70; Massachusetts Central 6s, 26; New York and New England 6s, 105; Rutland pref., 20; do. 6s, 96; Southern Kansas and Western 7s, 109½; South Boston Horse, 73; Sonora 7s, 104¾; Toledo, Cincinnati and St. Louis, 5⅞; do. 6s, 44½; do. Branch inc., 11¾: Toledo, Delphos and Burlington, S. E. div. 6s, 44; do. Branch inc., 10; Wisconsin Central, 15; do. 7s, 1st series, 80; do. 2d series, 42; Wisconsin Valley 7s, 112¾; Allouez Mining Co., 2¼; Franklin, 15; Napa Quicksilver, 3¾; Osceola, 33; Pewabic, 12; Silver Islet, 5½; Sullivan, 1.

Philadelphia.—Am. Steamship Co. 6s, 105; Belvidere Delaware 2d, 105½; Central Transp., 34½; Huntington and Broad Top Mt. consol. mort. 5s, 89; Nesquehoning Valley, 52½; Northern Pacific pref. scrip., 85; Norfolk and Western pref., 46½; Pennsylvania Co. 4½s, 97; do. 6s, 107; Philadelphia City 6s, 1891, 122; do. 6s, 1896, 129; do. 6s, 1902, 133; Philadelphia and Reading scrip, 95; do. deben. 6s, 60½; Philadelphia, Wilmington and Baltimore 4s, 93; Pennsylvania Canal 6s, 88½; Pennsylvania R. R. scrip, 119; Philadelphia, Germantown and Norristown, 108; St. Paul and Duluth, 38; Texas and Pacific consol. mort. 6s, 91¼; do. Rio Grande div. 6s, 82½; Westchester and Philadelphia 7s, 117½. The latest quotations are: City 6s, 108@120; do. free of tax, 127 @133; do. 4s, new, 106@114; Pennsylvania State 5s, new loan, 119@120; do. 4s, old, 112@114; do. 4s, new, 116@118; Philadelphia and Reading Railroad, 26⅜@26¾; do. consol. mort. 7s, reg., 122¼@123; do. gen'l mort. 6s, coupon, 95¼@96½; do. 7s,1893,119@120; do.7s, new conv., 70 @72; United New Jersey R. R.and Canal, 186¾@187; Buffalo, Pittsburg and Western, 18¾@18⅞; Pittsburgh, Titusville and Buffalo 7s, 93@96; Camden and Amboy mort. 6s, 1889, 111@113 ; Pennsylvania R. R., 59¾@59⅞; do. general mort. 6s,coupon,124½@125; do. reg.,124@125; do. consol. mort. 6s, reg., 116@118; Little Schuylkill R. R., 58⅛@59¾; Schuylkill Navigation pref.,11¾@12; do. 6s, 1882, 89@91; Elmira and Williamsport pref., 58@60; do. 5s, 99@100; Lehigh Coal and Navigation, 38⅝@39; do. 6s, 1884, 103@103¼; do. R. R. loan, 115@116; do. Gold Loan, 110@111; do. consol. 7s, reg., 115⅛@117; Northern Pacific, 45⅞@46; do. pref., 84¾@85⅞; North Pennsylvania, 63⅛@64½; do. 6s, 105@106; do. 7s, 118¾@—; do. 7s, General mort. reg., 124@—; Philadelphia and Erie, 19 @20; do. 7s, 115⅛@116; do. 5s, 102⅛@103½; Minehill,62⅛ @63; Catawissa, 22¾@24 ; do. pref., 54@55; do. new pref., 53@—; do. 7s, 1900, 118@120; Lehigh Valley, 63@63¼; do. 6s, coupon, 119@121; do. reg., 120@121; do. 7s, reg., 132@134; do. consol. mort. reg., 119⅛@120½; Fifth and Sixth streets (horse), —@190 ; Second and Third, 114@117; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 42@44; Green and Coates, 80@88; Chestnut and Walnut, —@93; Germantown, 70@72; Union, 110@ —; West Philadelphia, 130@—; People's, 11¾@12¼; Continental, 100@102.

Baltimore.—Atlanta and Charlotte, 6z; do. 1st, 104; Baltimore City 6s, 1890, 112⅞; do. 6s, 1886, 106½; do. 6s, 1900, new, 123½; do. 6s, 1893, 114; do. 4s, 1925, 109; Columbia and Greenville 1st, 102½; do. 2d, 74½; Chesapeake and Ohio Canal, 31; Charlotte, Columbia and Augusta, 37; George's Creek Coal, 94; Maryland Defense 6s, 101¼; Ohio and Mississippi, Springfield div, 1st, 114½; Virginia Midland 1st mort., 112; do. 5th mort., 93¾; Virginia Black scrip, 30; Wilmington, Columbia and Augusta, 106½. The latest quotations are: Atlanta and Charlotte 1st, 1907, 103¼@104¼; Baltimore and Ohio, 199@205: do. 6s, 1885, 104¼@—; Baltimore City 6s, 1890, 112⅞@113; do. 6s, 1886, 106@—; do. 5s, 1916, 120¾@122; do. 4s, 1925, 108@109; Columbia and Greenville 1st, 1916, 102¼@102¾ ; do. 2d, 74@75 ; Central Ohio 6s, 108¼@—; Canton Co. 6s, 112@—; Chesapeake and Ohio Canal, 28@34: Marietta and Cincinnati 7s, 1891, 129@130 ; do. 7s, 1896, 101¼@101⅝ ; do. 8s, 1890, 55⅝ @55¾; Northern Central, 57@57½; do. 6s, 1885, 105¼ @107; do. 6s, 1904, gold, 115@115½; do. 6s, 1900, gold 117@—; do. 5s, Series B, 98@98¼; Ohio and Mississippi, Springfield div. 6s, 113¾@115: Pittsburgh and Connellsville 7s, 121@123; Richmond and Danville gold 6s, 95@ 96½: Virginia Midland 5th, 93¼@95 ; do. inc., 38@50; Virginia consol., 62@62½; do. 10-40s, 43¼@43¾; do. 3s, 47¼@47¾: Wilmington, Columbia and Augusta, 106@—.

The Coal Trade.

THE leading coal-carrying companies make the following reports of their tonnage for the week ending Dec. 16, and for the year to the same date, compared with their respective amounts carried to the same time last year :—

	Week.	1882.	1881.
Phil. and Reading R. R.....	172,620	389,198	442,160
Schuylkill Canal	550	7,231	27,655
Lehigh Valley	129,050	302,726	337,718
Delaware, Lackawanna and Western.....	96,018	4,419,112	4,174,134
Shamokin	17,235	1,093,623	1,041,935
Central R. R. of New Jersey..	73,924	4,240,270	4,288,476
United R. R. of New Jersey...	42,118	1,674,284	1,550,441
Pennsylvania Coal..... ..	29,206	1,391,452	1,378,438
Delaware and Hudson Canal..	85,308	3,500,317	3,500,338
Huntingdon and Broad Top Mountain	12,451	452,101	498,282
Penn. and New York.....	28,390	65,836	77,766
Clearfield, Pa.,.....	52,955	2,739,952	2,318,885

The total tonnage of anthracite coal from all the regions for the week ending Dec. 16, as reported by the several carrying companies, amounted to 587,572 tons, against 644,984 tons in the corresponding week last year, a decrease of 57,412 tons. The total amount of anthracite mined for the year is 28,079,958 tons, against 27,214,315 tons for the same period last year, an increase of 865,643 tons. The quantity of bituminous coal sent to market for the week amounted to 98,037 tons, against 103,057 tons in the corresponding week last year, a decrease of 5,020 tons. The total amount of bituminous mined for the year is 4,331,322 tons, against 4,883,018 tons for the corresponding period last year, a decrease of 551,696 tons. The total tonnage of all kinds of coal for the week is 685,609 tons, against 748,041 tons in corresponding week last year, a decrease of 62,432 tons, and the total tonnage for the coal year is 32,411,280 tons, against 32,097,333 tons to same date last year, an increase of 311,947 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending Dec. 16 was 229,516 tons, of which 173,585 tons were coal and 55,931 tons coke. The total tonnage for the year thus far has been 10,645,690 tons, of which 7,895,950 tons were coal and 2,749,740 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended Dec. 16 were 41,855 tons, and for the year to that date 1,429,152 tons, a decrease of 725,046 tons as compared with the corresponding period of last year.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on THURSDAY, the FIRST day of FEBRUARY next, at this office.

The transfer books will be closed at 3 o'clock p. m. on FRIDAY, the 29th inst., and will be reopened on the morning of Monday the 5th day of February next.

F. W. VANDERBILT, Acting Treasurer.

OFFICE OF THE
CENTRAL PACIFIC RAILROAD COMPANY,
23 BROAD STREET, NEW YORK, Dec. 28, 1882.

THE COUPONS OF THE FIRST MORTGAGE BONDS of the Central Pacific Railroad Company, the Western Pacific Railroad Company and the California and Oregon Railway Company, due January 1, 1883, will be paid at the office of FISK & HATCH, No. 5 Nassau street.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

E. H. MILLER, Jr., Secretary.

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For FULL INFORMATION address the SECRETARY, care GRAND PACIFIC HOTEL, CHICAGO.

E. H. TALBOTT, *Secretary.* LUCIUS FAIRCHILD, *President.*

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	2,500,000	semi-an	July '82 2
Atch., Top. and S. Fe100	54,000,000	q'arterly	Nov.'82 1¼
Atlanta and W. Point100	1,232 200	semi-an	Jan. '82 6
Atlantic and St. Law*100	5,840,000	semi-an	Sept. '82 3
Augusta and Savan'h100	1,022,900	semi-an	June'82 3½
Avon,Genesee&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '82 5
" " pref.100	5,000,000	semi-an	July '82 3
Washington Br....100	1,650,000	semi-an	Nov.'82 5
Berkshire*..... 100	600,000	q'arterly	Apl. '82 1¾
Boston and Albany..100	20,000,000	q'arterly	Dec. '82 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	June'82 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	semi-an	Oct. '82 3½
Bos.,Conc.&Mont.pf.100	800,000	semi-an	Nov. '82 3
Boston and Lowell..500	3,940,000	semi-an	Jan. '83 2½
Boston and Maine...100	6,921,274	semi-an	Nov. '82 4
Boston & Providence100	4,000,000	semi-an	Nov. '82 4
Attleborough Br...100	131,700	semi-an	July '82 3½
Bos.,Revere B &Lynn100	419,400	semi-an	Jan. '83 3
Buffalo,N. Y. & Erie*.100	950,000	semi-an	June'82 3
Buff.,Pitts. & West.pf. 50	1,457,000	.....	Jan. '83 3
Camden & Atlantic.. 50	377,400	q'arterly	Nov. '82 3
" " pref. 50	880,650	q'arterly	Nov.'82 4
Camden & Burl. Co...100	381,925	semi-an	July '82 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May &Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct.'82$2½
" pref..... 20	2,200,000	semi-an	Nov. '82 3½
" new pref.. 50	1,000,000	semi-an	Nov. '82 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Nov. '82 1½
" " pref.100	769,600	semi-an	Aug .'82 3½
Central of Georgia...100	7,500,000	semi-an	June '82 4
Central of New Jersey100	18,563,200	q'arterly	July '76 2½
Central Ohio*..... 50	2,437,950	semi-an	July '82 3
" pref.... 50	411,550	semi-an	July '82 3
Central Pacific 100	59,275,500	semi-an	Aug. '82 3
Chemung*..... 100	380,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	July '82 1½
Chicago and Alton...100	11,181,741	semi-an	Sept. '82 4
" " pref 100	2,245,400	semi-an	Sept. '82 4
Chi., Burl. & Quincy.100	55,337,455	q'arterly	Dec. '82 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '83 4
Chi., Mil. & St. Paul.100	20,404,261	semi-an	Oct. '82 3½
" pref 100	14,401,483	semi-an	Oct. '82 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '82 3½
" pref.100	21,525,353	q'arterly	Dec. '82 2
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb. '83 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '82 2½
Chi.,St.P.,M.&O.pref.100	10,390,000	q'arterly	Jan. '83 1¾
C., Ind., St. L. & Chi..100	6,000,000	q'arterly	July '82 1½
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov. '82 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Dec. '82 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '82 2
Colum.&HockingVal.100	2,500,200	semi-an	Aug. '81 208
Concord 50	1,500,000	semi-an	Nov. '82 5
Concord and Ports.*.100	350,000	semi-an	July '82 3½
Conn.& Passump.Riv100	2,244,400	semi-an	Aug '82 3
Connecticut River ...100	2,100,000	semi-an	Jan. '83 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct.' 82 2½
" 1st pref 50	241,900	semi-an	Oct. '82 4
" 2d pref. 50	243,000	semi-an	Oct. '82 4
Danbury & Norwalk. 50	600,000	.....	Oct. '82 2½
Dayton and Mich.*.. 50	2,402,573	semi-an	Apl. '82 1¾
" " pref. 50	1,211,250	q'arterly	July '82 2
Delaware*..... 25	1,468,940	semi-an	July '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Nov. '82 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Oct., 82 2
Denver & Rio Grande.100	29,160,000	q'arterly	Jan '82 1½
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug.'80 2½
" " pref.100	2,503,380	semi-an	Aug. '82 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Oct. '82 3
East Pennsylvania*.. 50	1,709.550	semi-an	Jan. '83 3
East Mahanoy*..... 50	392,950	semi-an	July '82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '82 2½
Eel River.....100	3,000,000	q'arterly	Dec. '82 $1
Elmira&Williamsp't* 50	500,000	semi-an	Nov. '82 1½
" " pref. 50	500,000	semi-an	July '82 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '82 1¾
Evansville & Terre H.100	100,000	semi-an	Jan.' 83 6b
Fitchburg..... ...100	4,500,000	semi-an	Jan. '83 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '83 3½
Ft.W. & Jackson pref.100	2,000,000	.....	May '82 2
Georgia. 100	4,200,000	q'arterly	July '82 2½
Granite 100	1,250.000	semi-an	Jan. '83 3
Greenw'h&Johnsonv.100	118,000	semi-an	July' 82 3
Han. & St. Jo. pref .100	5,083,024	semi-an	Aug. '82 3½
Harrisbg&Lancaster 50	1,182,500	semi-an	July '82 3½
H'ford &Conn.West'n.100	.....	.....	Nov. '82 1½
Housatonic pref. ...100	1,180,000	q'arterly	Jan. '83 2
Illinois Central.....100	39,000,000	semi-an	Sept. '82 3½
Ia.Falls & Sioux City*100	4,623,500	q'arterly	Dec. '82 1¾
Iowa R. Land Co....100	7,620,000	q'arterly	Nov. '82 1
Jeffersonv. Mad.&Ind100	2,000,000	q'arterly	May '82 1½
Joliet and Chicago*..100	1,500,000	q'arterly	June'82 1½
Kan.C.,Ft.S.&Gulf...100	4,000,000	.....	Feb. '82 2
" " pref...100	2,750,000	semi-an	Aug. '82 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,583,500	semi-an	June'81 1
Lake Shore&Mich.So.100	49,466,500	q'arterly	Feb. '83 2
" (guar.)100	533,500	semi-an	Aug. '82 5
Lawrence*..... 50	450,000	q'arterly	Oct. '82 2
Lehigh Valley..... 50	27,496,895	q'arterly	Jan. '83 2
" " pref. 50	106,300	q'arterly	Jan. 83 2

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637)300	q'arterly	Dec. '82 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 108
Little Schuylkill*.. . 50	2,646,100	semi-an.	July '82 3½
Long Island..... 50	10,000,000	q'arterly	Nov. '82 1
Louisville & Nashv...100	19,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley 100	600,000	q'rterly.	Oct.' 81 2½
Manchester & Law..'oo	1,000,000	semi-an.	Nov. '82 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '83 1½
" " 2d pref.100	6,500,000	q'rterly.	Jan. '83 1½
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,000	semi-an.	Sep. '66 3s
Marq.Hout.&Ont.pf...100	2,259.026	.....	Aug. '82 4
Massawippi*..... 100	400,000	semi-an.	Aug. '82 3
Metropolitan 100	6,500,000	q'rterly-	Oct. '82 1½
Michigan Central....100	18,738,204	.....	Feb. '83 2
Middlesex Central...100	280,000	semi-an.	Aug. '82 3
Mill Creek&Minehill* 50	323,000	semi-an.	July '82 5
M.Hill& Schuyl.Hav* 50	4,022,500	semi-an.	July '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '83 1¾
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Morris and Essex.... 50	15,000,000	semi-an.	Jan. '33 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	July '82 6
Nashua and Lowell...100	800,000	semi-an.	Nov. '82 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '82 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&StLouis 25	6,670,325	semi-an.	Apl. '82 1½
Naugatuck.....100	2,000,000	semi-an.	July '82 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sept.'82 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
NewLondonNorth'n*100	1,500,000	q'rterly.	Oct. '82 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '83 2
N. Y. and Harlem....100	7,950,000	q'rterly.	Jan. '83 4
" " pref.100	1,500,000	q'rterly.	Jan. '83 4
" City Line.. —	.....	annual	Apl. '82 3
N.Y.,LakeErie&West.100	77,087,600	.....	.....
" " pref.100	7,987,500	annual..	Jan. '83 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	July '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov. '82 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North,Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
Norfolk & Western pref.	15,000,000	q'rterly.	Dec. '82 $1
North Pennsylvania. 50	4,527,150	q'rterly.	Nov. '82 1¾
Northern Central.... 50	6,142,000	semi-an.	Jan. '83 4
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '82 3
Northern Pacific prefr100	42,312,589	.....	Jan. '83 11.1
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '83 5
Oregon &Transcont'l.100	40,000,000	q'rterly.	Jan. '83 1½
Old Colony.....100	7,333,800	semi-an.	Jan '83 3½
Oregon R'way&Nav.100	6,000,000	q'rterly.	Nov. '82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug.'81 4½
Panama..... 100	7,000,000	.....	July '82 6½
Paterson & Hudson*.100	630,000	semi-an.	July '82 4
Paterson & Ramapo.100	248,000	semi-an.	July '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	Jan. '82 3
Pennsylvania..... 50	83,786,570	semi-an.	Nov. '82 4½
Pennsylvania Co.... 50	20,000,000	Annual	Dec. 82 4
Peoria & Bureau Val*100	1,200,000	semi-an.	Aug. '82 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger.&Norrist'n* 50	2,231,900	q'rterly.	Dec. '82 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '83 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	July '82 4
Pittsb.,Ft. W. & Chi.*100	19,714,285	q'rterly.	Oct. '82 1¾
" Special Imp.100	6,770,900	q'rterly.	Oct. '82 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	July '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	July '82 3
Providence &Worces.100	2,000,000	semi-an.	Jan. '83 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	July '82 4
Richmond& Danv...100	3,866,000	q'rterly.	Jan. '81 3
Richmond & Petersb100	1,009,300	semi-an.	Aug. '82 2
Roch.&Genesee Val.*100	5,293,900	semi-an.	Jan. '82 3
RomeWater.&Ogdens100	555,200	.....	Jan. '83 3
Rutland preferred.. 100	4,000,000	semi-an.	Sept. '82 1
St.L.,Alt. & T.Haute.100	2,300,000	.....	.....
" " pref.100	2,468,406	.....	Dec. '82 4
St.L.&S.Fran.1st pref100	4,500,000	.....	Aug. '82 3½
St.L., I.Mt.&South'n.100	21,459,921	semi-an.	Feb. '74 3
St.L.,Jac'ville & Chic.100	1,293,000	.....	Aug. '82 4½
" " pref.100	1,034,000	.....	Aug. '82 4½
St. P. & Duluth pref.100	4,705,000	semi-an.	Jan. '83 3½
St. P., Mi.n. & Man..100	20,000,000	q'rterly.	Nov.'82 2
Schuylkill Valley*... 50	576,050	semi-an.	July '82 2½
Seaboard & Roanoke.100	1,229,600	semi-an.	Nov. '82 5
Shamokin V.&Pottsv 50	669,450	semi-an.	Feb. '82 3
Shore Line*.....100	1,000,000	semi-an.	July '82 4
Sioux C.&Pacific pref100	169,000	semi-an.	Oct. '82 3½
South Br. (N. J.)*....100	438,300	semi-an.	Jan. '82 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Aug. '82 4
Union Pacific. 100	60,854,105	q rterly.	Jan. '83 1¾
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '83 2½
Utica, Shenango&S V100	4,000,000	semi-an.	Nov.'823
Utica and Black Riv.100	1,772,000	semi-an.	Mar. '82 2
Vermont and Mass..100	1,000,000	semi-an.	Oct .'82 3
Vermont Valley....,100	3,050,000	.....	Jan. '83 3
Wab. St.L.&Pac.pref.100	22,615,100	q'rterly.	Nov.'81 1½

Markedthus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	July '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '82 3½
Warwick Valley.....100	340,000	semi-an.	July '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey 100	1,359,750	semi-an.	Sept. '82 3
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	July '82 3
Wil., Col., & Aug 100	960,000	semi-an.	Jan. '83 3
Winchester&Poto'c.*100	180,000	semi-an.	July '82 3
Winchester&Strasb.*100	74,700	semi-an.	July '82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '83 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City 25	1,000,000	semi-an.	Jan. '83 3
Balt.,Cat.&El. Mills...100	8c,ccc	semi-an.	Jan. '83 3½
BleeckerSt.&Ful.F'y.100	900,000	semi-an.	July '82 ¾
Boston&Chelsea pref. 50	110,000	semi-an.	Oct. '82 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '82 6
B'way&7th Av,(N.Y.)100	2,100,000	q'arterly	Oct, '82 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Oct. '82 6
Brooklyn City.....100	2,000,000	q'arterly	Nov. '82 3½
Bushwick (Brooklyn)100	309,000	semi-an.	Oct. '82 6
Cambridge.....100	908,000	q'arterly	Oct. '82 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rterly.	Oct. '82 6
Christoph'r&TenthSt100	650,000	semi-an.	Aug. '82 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Jan. '82 2½
Citizens' (Pbg.)..... 50	200,000	annual..	.....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '83 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Aug.'82 4
Eighth Av. (N. Y.)....100	1,000,000	q'rterly.	Oct. '82 3
42d St. & G. St. Ferry100	747,000	semi-an.	May '82 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Oct. '82 6
Germantown, (Ph.).. 50	572,800	q'rterly.	Jan. '83 2½
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,091	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Oct. '82 3
Heston,Mantau&F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	July '82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '75 4
Lynn and Boston....100	200,000	semi-an.	Nov.'82 4
Malden and Melrose.100	165,000	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '83 4
Middlesex (Boston)..100	650,000	semi-an.	Nov. '82 3½
N.Y.,Bay Ridge&Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.).....100	797,320	.....	.....
Orange &Newark....100	282,555	.....	.....
People's (Phila.) pref. 25	124,744	.....	July '82 2
Philadelphia City... 50	475,000	semi-an.	July '82 4
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	Jan. '82 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '82 4
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	Jan. '82 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	May '82 5
Somerville (Boston).100	113,000	semi-an.	Nov. '82 3
South Boston..... 50	600,000	semi-an.	July '82 4
Third Avenue, N.Y..100	2,000,000	q'rterly.	Aug '82 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug.'82 4
Union, Boston.....100	374,300	semi-an.	Jan '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,938	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Aug. '82 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Dec. '82 1¾
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '83 2½
Lehigh Coal and Nav 50	11,204,250	semi-an.	Dec. '82 2
Monongahela Nav... 50	1,004,500	semi-an.	July '82$3
Morris, consolidated.100	1,025,000	semi-an.	Aug. '82 2
" preferred....100	1,175,000	semi-an.	Aug.'82 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual..	Oct.'82 50c.
" " pref... 50	3,200,000	annual..	Oct. '82 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Dec. '82 2
American Express... 50	18,000,000	semi-an.	Jan '83 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g 25	100,000 S.	q'rterly.	Nov. '82 $5
Central Mining Co...100	.....	semi-an.	Feb.'82 2½
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '83 $6
National Tube Works100	1,000,000	q'rterly.	Oct. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly.	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly.	Nov. '82 3
Pullman Palace Car...100	10,032,800	q'rterly.	Nov.'82 2
Quicksilver, com....100	5,708,700	.....	May '62 0.4
" pref....100	4,291,300	.....	May '82 6
Quincy Mining Co... 25	40,000 shs	semi-an.	Aug. '82 $5
Quincy R. R. Bridge.100	1,750,000	semi-an.	July '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Dec. '82 3½
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '82 3½
Topeka Equip'nt Co.100	255,500	semi-an.	Oct. '82 5
United States Ex....100	7,000,000	q'rterly	Nov. '81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. '83 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '83 1½

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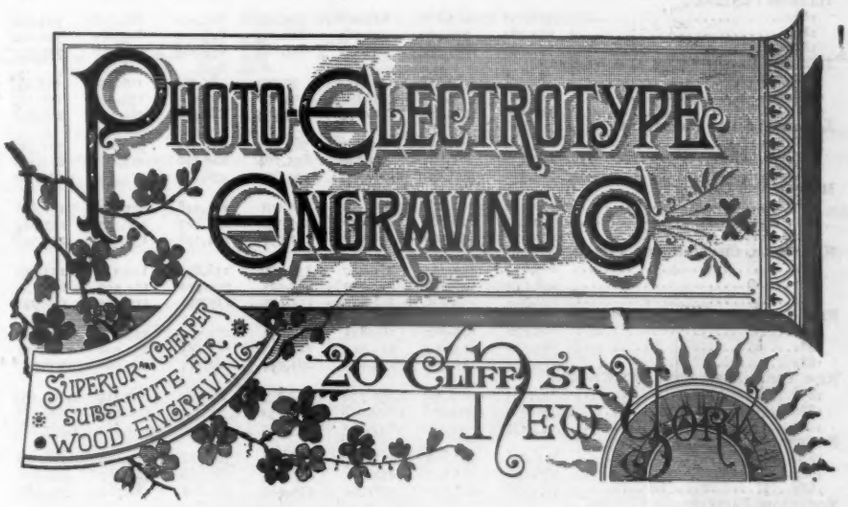
And for a whole year the official records of the United States Post Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN, *General Superintendent.* JNO. N. ABBOTT, *Gen. Passenger Agent.*



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CONCORD CONSTRUCTION CO., Concord, N. H

Letters respecting the financial affairs of the Company should be addressed—
H. F. WORRALL, Treasurer, 8 Exchange Place, Boston, Mass.

RAILROAD EARNINGS.—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., Cedar Rap. & Northern:													
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,419	2,053,484
1881	167,750	124,510	148,551	184,680	165,630	205,912	174,351	209,112	221,801	221,748	202,180	232,812	2,259,037
1882	252,823	225,631	224,107	178,304	199,278	211,257	198,476	224,921	261,439	300,155	278,439	.....	.....
Central Pacific:													
1880	1,200,615	1,070,487	1,373,438	1,356,716	1,778,488	1,724,930	1,840,067	1,973,438	1,994,997	1,120,229	2,199,466	1,905,221	20,508,113
1881	1,602,907	1,454,218	1,709,638	1,872,370	2,091,411	2,159,382	1,899,346	2,088,519	2,185,303	2,507,857	2,297,971	2,225,179	24,094,101
1882	1,839,469	1,720,675	1,969,737	2,054,687	2,342,298	2,229,105	2,020 000	2,277,000	2,474,000	2,409 000	2,242,000	.....	.....
Chesapeake and Ohio:													
1880	202,335	198,681	222,762	221,559	199,443	214,352	238,236	259,110	247,303	211,820	240,795	218,009	2,674,308
1881	162,540	184,389	228,479	227,343	252,235	241,135	225,096	262,858	247,144	236,306	230,022	203,562	2,702,762
1882	210,455	209,708	208,981	267,454	255,939	260,753	306,831	371,175	332,219	347,882	287,850	.....	.....
Chicago and Alton:													
1880	534,054	497 013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	574,695	7,718,198
1881	487,890	461,641	529,915	558,190	548,556	635,860	676,205	769,751	774,790	771,844	672,380	635,307	7,553,988
1882	570,447	530,480	584,483	561,787	553,412	613,886	671,537	800,624	881,109	812,032	748,151	.....	.....
Chicago and Northwestern:													
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,671,177	1,699,686	1,767,938	2,020,245	2,105,217	1,855,622	1,477,902	19,416,007
1881	1,240,664	963,204	1,178,795	1,474,612	1,879,006	2,306,440	1,983,032	2,315,164	2,292,676	2,341,098	2,019,038	1,855,477	21,849,209
1882	1,644,935	1,474,276	1,672,931	1,668,741	2,110,947	2,022,700	2,025,736	2,099,755	2,497,053	2,532,100	2,069,287	.....	.....
Chicago, Burlington and Quincy:													
1880	1,432,740	1,411,870	1,732,518	1,489,894	1,909,627	1,682,956	1,773,643	1,834,321	1,862,285	1,934,762	1,837,860	1,552,018	20,454,494
1881	1,307,948	1,034,821	1,418,149	1,574,371	1,679,455	2,083,803	1,888,358	2,173,945	2,262,981	2,031,001	1,816,133	1,905,490	21,324,150
1882	1,658,834	1,457,300	1,566,217	1,530,838	1,505,261	1,437,164	1,625,006	2,086,858	2,186,400	2,270,444	.....	.....	.....
Chicago, Milwaukee and St. Paul:													
1880	764,298	738,749	900,675	871,041	1,134,745	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1 397,308	13,086,119
1881	990,847	682,717	916,989	1,259,946	1,538,491	1,729,811	1,568,706	1,678,301	1,644,67c	1,591,052	1,569,597	1,855,000	17,025,462
1882	1,435,000	1,377,000	1,561,000	1,518,000	1,629,000	1,620,000	1,465,000	1,545,000	1,950,000	2,251,000	2,072,000	.....	.....
Chicago, St. Paul, Minneapolis and Omaha:													
1880	193,827	173,078	259,783	259,208	232,146	218,093	236,995	251,013	300,833	342,052	342,894	312,173	3,122,097
1881	257,786	158,594	251,648	261,211	350,124	404,562	383,202	385,586	373,370	379,c29	392,921	391,950	3,981,296
1882	307,498	315,100	405,779	356,558	406,420	363,109	331,480	394,555	482,997	546,671	517,595	.....	.....
Cincinnati, Indianapolis, St. Louis and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	343,627	239,881	209,014	198,254	2,412,185
1881	182,523	171,511	191,005	183,710	191,056	192,299	177,161	229,858	228,653	221,320	211,014	192,623	2,296,916
1882	200,042	186,879	208,066	204,269	199,110	195,948	209,564	.....	259,379	.....	219,732	.....	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,562	349,196	3,478,007
1881	307,476	317,681	398,493	433,111	514,767	584,230	548,284	606,193	589,287	638,432	547,055	643,417	6,206,812
1882	491,914	412,987	535,055	559,917	614,298	537,462	495,797	574,040	595,306	630,598	512,965	.....	.....
Hannibal and St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	238,081	233,448	242,214	207,147	279,635	2,561,366
1881	154,401	122,874	176,356	190,812	172,950	190,740	201,899	210,240	215,103	231,913	195,607	180,376	2,230,961
1882	138,284	154,717	168,798	148,913	154,917	155,030	184,347	258,628	239,196	238,442	249 252	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673 182	8,304,812
1881	631,281	524,499	557,789	662,493	673,259	803,887	720,004	868,407	828,847	815,238	737 218	763,475	8,586,397
1882	728,173	689,387	695,371	674,603	674,749	663,746	752,251	813,600	828,238	865,325	752,144	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,690	116,185	90,374	85,733	106,954	103,438	116,732	110,622	121,343	96,621	104,619	1,233,079
1881	90,283	83,261	192,085	203,677	200,064	199,846	190,125	272,174	247,332	225,678	200,450	156,697	.....
1882	195,824	175,755	206,235	205,934	182,554	186,133	206,072	278,814	273,160	269,c46	256,998	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,538	827,089	931,911	1,000,327	953,087	949,185	9,491,346
1881	812,118	805,124	947,959	855,704	828,726	1,227,885	817,135	876,192	951,566	1,002,950	1,065,223	1,153,779	11,344,361
1882	964,527	960,315	1,068,834	953,603	958,130	1,215,490	1,063,765	1,043,912	1,107,985	1,216,215	1,192.390	.....	.....
Mobile and Ohio:													
1880	250,116	204,095	168,302	140,091	129,248	121,855	131,621	140,593	184,247	264,714	251,368	287,372	2,273,622
1881	224,347	216,768	230,916	163,551	145,803	136,517	135,549	160,789	210,262	256,924	262,986	258,212	2,403,224
1882	150,676	158,590	148,166	141,957	134,378	136,184	136,398	140,443	160,031	265,201	295,110	.....	.....
Nashville, Chattanooga and St. Louis:													
1880	205,634	191,154	169,457	155,466	158,839	144,130	151,594	169,326	167,473	178,266	182,087	175,966	2,049,484
1881	178,143	190,866	207,710	183,525	104,430	154,549	150,430	168 317	179,979	172,121	152,059	173,127	2,075,256
1882	156,994	159,961	161,005	154,155	135,556	119,074	160,991	168,304	168,999	180,319	181,336	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	235,642	215,491	210,856	198 108	2,396,302
1881	189,749	173,614	212,019	216,913	217,185	231,518	246,821	280,524	299,573	261,20c	240,764	237,729	2,809,255
1882	213,840	217,261	265,222	263,544	283,244	290,060	300,920	353,726	338,490	310,145	276,183	.....	.....
New York, Lake Erie and Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,224	16,509,127
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,788	19,149,361
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	1,734,200	1,814,866	.....	.....	.....
Northern Central:													
1880	334.494	330,860	415,325	386,130	329,788	419,103	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,273	465,588	487,287	440,811	498,008	429,565	449,664	487,160	476,622	5,443,697
1882	407,368	413,551	430,194	435,129	482,607	482,752	509,683	667,488	592,435	550,225	526,685	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	253,105	241,277	223,500	330,300	358,456	300,822	220,993	2,629,710
1881	116,508	78,803	162,984	216,210	312,705	412,024	393,260	434,085	534,363	583,555	475,610	434,331	4,044,576
1882	239,800	269,000	384,000	438,000	568,332	631,342	679,240	727,377	789,700	834,460	761,324	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	322,737	367,082	324,966	281,919	3,727,733
1881	224,303	225,501	285,573	293,323	343,792	350,585	291,669	303,849	276,522	292,392	284,078	282,772	3,454,309
1882	252,727	246,246	265,311	277,851	341,415	347,614	377,206	420,329	386,455	397,164	.....	.....	.....
St. Louis and San Francisco:													
1880	198,091	195,948	193,146	176,164	167,664	173,607	213,297	259,995	280,873	328,194	290,329	226,063	2,698,371
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	286,373	279,064	308,569	284,320	287,914	3,160,245
1882	256,784	244,654	274,939	242,806	253,419	240,177	318,613	381,637	336,805	360,900	331,490	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,146,741
1881	175,725	166,012	201,137	197,447	172,177	165,896	165,393	189,180	196,368	204,338	169,795	153,852	2,112,801
1882	168,987	149,619	178,145	157,450	162,842	142,742	192,017	236,137	217,659	229,962	206,040	.....	.....
St. Louis, Iron Mountain and Southern:													
1880	555.983	490,195	451,560	408,241	349,053	363,454	432,655	565,869	671,219	688,365	632,052	656,951	6,265,597
1881	570,957	560,791	704,002	548,300	479,075	474,302	533,512	644,386	708,325	719,239	687,271	709 498	7,319,744
1882	516,370	501,127	585,008	581,977	519,120	529,7c0	515,519	675,981	724,160	809,394	843,973	.....	.....
St. Paul, Minneapolis and Manitoba:													
1880	180,239	137,645	261,798	333,014	281,899	243,407	272,089	232,579	274,188	345,057	300,675	297,641	3,160,231
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	414,954	485,736	605,708	508,530	528,262	4,878,960
1882	395,461	418.358	531,004	570,890	858,902	856,417	853,296	801,759	832,776	979,057	913.335	.....	.....
Texas and Pacific:													
1880	245,785	219.165	215,070	174,177	141,083	153,066	195,711	226,073	266,570	303,666	312,184	301,858	2,754,408
1881	281,176	260,781	319,928	295,066	281,782	285,305	328,063	381,331	345,790	419,203	369,521	381,218	3,921,569
1882	310,785	255,644	332,911	359,543	409,228	384,713	367,215	439,918	470,613	541,901	619,655	.....	.....
Union Pacific Railway:													
1880	1,433.636	1,393.992	1,730,509	1,937,220	2,027,269	1,028,528	1,934,215	1,913.035	2,270,179	2,707,860	2,251,148	1,869,335	23,448,445
1881	1,339,799	1,374,740	1,674,860	1,766,894	2,319,238	2,884,774	2.528,826	2,638,659	2,844,357	3,169,530	2,723,608	2,267,004	27,451,831
1882	1,961,088	1,759,863	2,226,832	2,462,004	2,491,590	2,508,453	2,301,000	2,762,107	2,949,112	3,158,337	2,821,070	.....	.....
Wabash, St. Louis and Pacific:													
1880	776,790	759,451	978,629	892,024	948,773	953,468	1,966,742	1,189,478	1,178,950	1,501,203	1,131,787	1,050,816	12,428,112
1881	811,617	818,922	1,121,592	1,023,482	1,144,660	1,308,093	1,131,752	1,542,838	1,490,027	1,397,781	1,343,556	1,328,278	14,461,570
1882	1,229,965	1,134,768	1,315,776	1,378,194	1,204,864	1,149,692	1,418,837	1,772,544	1,682,382	1,595,680	1,525,715	.....	.....

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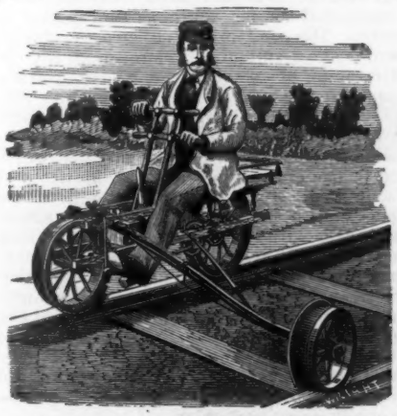
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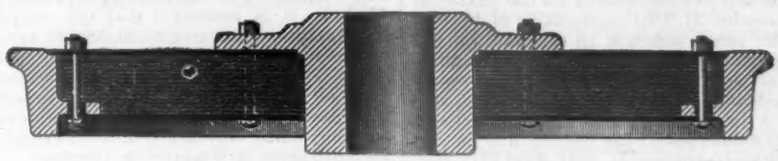
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ALLEN PAPER CAR WHEEL COMPANY,

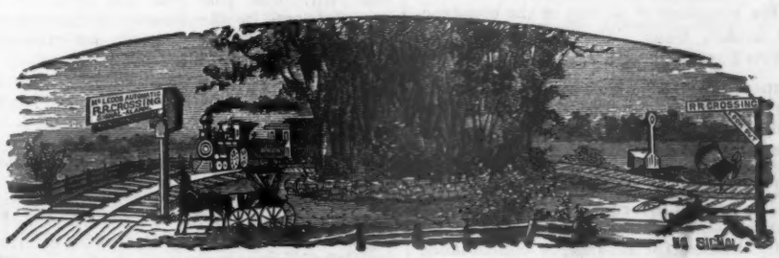
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(ALL SIZES).

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The company can shortly fill orders to place it on any railroad, and invite communication from Railroad Officials from all parts.

McLEOD AIR RAILROAD SIGNAL CO.,
4 Pemberton Square, Boston, Mass.
New York Office with Col. Thos. R. Sharp, 115 Broadway.

The Pacific Railroads.

THE UNION PACIFIC.

(*Continued from page* 1027).

At the close of the fiscal year the liabilities of the company were $219,965,742, including the capital stock of $60,868,500; the assets were $226,822,580; net surplus, $6,856,838. The earnings were $24,094,627; increase over 1881, $1,328,875. The operating expenses were $12,069,792; increase over 1881, $594,882; gain in net earnings over the previous fiscal year, $733,992.

The books and accounts of this company were thoroughly examined in Boston. Twenty-five per cent of the net earnings of the subsidized portion of the Union Pacific for the year 1881 was found to be $1,826,294, and five per cent of the net earnings of the Kansas division subsidy portion, $77,691, making the amount due the government $1,903,986, from which deduct transportation withheld, $1,313,794, leaving cash balance due the United States of $500,191.

Settlement has not yet been consummated because of the refusal of this office to allow the company to deduct items for new construction and new equipment for the year ending December 31, 1881, aggregating $1,409,817, from the gross earnings to ascertain the net earnings, as required by the act of May 7, 1878. There is also involved the claim of the company to deduct the sum of $971,622 for prior years. A detailed statement was rendered and payment demanded of the balance due for the year ending December 31, 1881, $590,191; also of previous balances to December 31, 1880, amounting to $242,286, but payment was refused for the reason stated. The question will probably be submitted to the Attorney-General for his opinion.

The purpose of the company is everywhere manifest to perfect the roadway and its equipment. All new work is substantial and of the best. The main line and the connecting roads operated by it are in excellent condition.

Commissioner Armstrong concurs with his predecessor in commending the policy adopted by this company of aiding in the construction of branch lines. Upon this subject he says:—

In respect to the policy of the Union Pacific and Central Pacific companies in aiding the construction of branch lines through valuable territory, which rival companies would occupy to their detriment if such aid were not extended, I entirely concur in the remarks of Mr. French, my predecessor, in his report for 1880. "The policy of investing in these branch lines is undoubtedly the best for insuring a continuance of profitable business for the main line, and so long as the government has such a large interest as creditor it cannot but sanction and confirm such investments. If there is any way by which the branch properties could be merged in or consolidated with the main property it would be desirable, so that in any event or contingency the main property could not be deprived of these valuable feeders."

NORTHERN PACIFIC.

Thorough inspection of the property of the Northern Pacific Railroad Company has been made and great improvements noted over last year. The rapidity with which construction has progressed on both the eastern and western divisions is without precedent in the history of the company. During the year ending June 30, 1882, 285 miles of track were laid from the East and 102 miles from the West, leaving the two ends of the track 572 miles apart on June 30, which, at the present rate of construction, will be lessened about three hundred miles by the close of the year. The final connection of the tracks is expected to be made not later than the fall of 1883. The building of this transcontinental line will develop an immense area of agricultural and grazing lands. During the past year there has been an unprecedented flow of new population into the States and Territories tributary to the road. A number of thriving towns and numerous settlements are rapidly springing up along both the eastern and western divisions of the road. The rapidity of construction and throughness of the western division deserve high commendation. The Northern Pacific proposes to participate in forming a terminal company for the building of a passenger and freight depot at Portland, and to provide other terminal facilities for all roads centering at that point. It is estimated that the plans and location of property fully cover all present and future needs for terminal facilities at Portland.

Great difficulty of construction was experienced on the Yellowstone division by reason of the peculiar and variable character of the bluffs along the Yellowstone River. During the year the company expended for new construction $15,044,712, and for improvements and betterments on the already constructed road, $1,185,944. The equipment purchased during the year amounted to $2,138,956. The financial statement places the liabilities of the company at $133,730,914, including $90,909,132 capital stock; assets, $136,989,398; surplus, $3,258,483. The earnings were $5,430,305; expenses, $3,572,840. It is estimated that the company's land grants will aggregate 42,000,000 acres of land; 746,509.52 acres have been patented to date. The company claims to have earned to June 30, 1882, 12,234,848.24 acres. No patents have been issued by the United States to the company since November 4, 1873, except one for 3,016 acres in Washington Territory.

The company reports having sold lands up to June 30, 1882, for an amount aggregating $13,108,835, of which sales to the amount of $1,426,461 were made during the year ending June 30, 1882.

OREGON AND CALIFORNIA.

Of the Oregon and California Railroad the report says :—

Inspection of the property of this company was made in July, 1882, and found to be in a somewhat improved condition over the previous year. The past year has been the most eventful one in the history of the company since its organization. It witnessed the end of a crippled and helpless existence which the corporation had led since its bankruptcy in 1873 and the beginning of new vitality and brighter promises for the future. It appears that, from the failure of the company in 1873 until its reorganization, the policy was pursued of incurring the least possible expense in repairs and renewals in order to eke out the largest possible net results for the association of bondholders in control of the property. The legitimate fruit of so false an economy had to be borne sooner or later, if the road hoped to ever attain even a fair standard, and the result was that immediately after the reorganization large expenditures became inevitable. It is the intention of the present management to improve and perfect the property as rapidly as time and money will admit.

The inspection of the Missouri Pacific Railroad system showed that these roads were in a satisfactory condition.

THE TEXAS PACIFIC.

The operations of the Texas Pacific Railroad Company during the year ended June 30, 1882, have been extensive in the enlargement and addition to its property, as evidenced by the fact that during that period 569 miles of track have been built, showing at the close of the fiscal year 1,389.87 miles of road; also in adding to the equipment 37 engines, 18 passenger cars, 933 freight cars; showing the equipment on June 30, 1882, to be 121 engines, 85 passenger and 2,942 freight cars and 51 miscellaneous cars. There is a decided improvement in the appearance of the new track over the older portion, better material being used and a wiser intelligence exercised in its construction. The road extends as far west as Sierra Blanco, Texas, from which point it has the use of the joint track of the Southern Pacific and the Galveston, Harrisburg and San Antonio companies to El Paso, a distance of ninety-two miles. The country along the line of the new road is rapidly developing. Hundreds of car loads of grain were waiting for movement on account of lack of sufficient motive power. Every wheel on the road is in constant demand, and the volume of business seems to be limited only by the facilities for taking care of it. It is proposed to increase the equipment as rapidly as possible until a sufficient amount shall have been obtained to enable the company to handle with despatch the rapidly increasing freights offered for shipment.

The act of March 30, 1871, granted the company forty sections per mile in the Territories and twenty sections per mile in California, but the Texas and Pacific Railroad Company has as yet constructed no road in the Territories or California. The liabilities of the company on the 30th of June last were $74,104,815 and the assets were $59,711,765; deficit, $11,393,050. The earnings were $4,529,005; expenses, $4,429,944.

A healthy degree of improvement of the constructed portions of the Atlantic and Pacific Railroad was noticed by the Commissioner. The surplus of assets over liabilities of the company was $929,539; net earnings $1,544,467.

Commissioner Armstrong remarks that the foregoing total of assets does not include 4,793,885 acres of land owned by the company in the State of Texas.

[NOTE.—This remark would also apply to the other Pacific roads, in whose statements of assets unsold lands are not included.]

He also calls attention to an official statement of the secretary of the Texas Pacific Company that the facilities of the road for the year ended June 30 last were largely taken up with the transportation of material for the construction of the Rio Grande division, which was given the right of way over other traffic and heavily taxed the resources of the portion then completed.

ATCHISON, TOPEKA AND SANTA FE.

The lines of the Atchison, Topeka and Santa Fé Company have been rapidly increasing, and at this date have been extended from Rincon, N. M. (fifty-two miles east of Deming), to El Paso (seventy-seven miles south), where it connects with the Mexican Central Railroad, which is completed as far south as Chihuahua, in Mexico. The company anticipates a profitable business as a result of this connection, the objective point of which is the city of Mexico. It has also made running arrangements with the Central Pacific Company for the use of its Southern Pacific track from Deming to Benson, Arizona (a distance of 173 miles), from which point it has constructed its New Mexico and Arizona road, ninety-five miles south to Los Vogales on the Mexican boundary line, where it connects with the Sonora Railroad, which extends from that point via Hermosillo to Guayamas—270 miles in length—on the Gulf of California, in Mexico. A favorable opportunity occurred for obtaining absolute control of the Sonora Railroad, of which the directors of the Atchison, Topeka and Santa Fé Company availed themselves, and they believe that the purchase will prove a very desirable and profitable one in every particular.

The statement of earnings and expenses of the road during the fiscal year shows a decided increase as compared with the previous year.

SOUTHERN PACIFIC AND OTHER ROADS.

The Southern Pacific Railroad is reported to be in excellent condition, and the financial statement shows a surplus of assets over liabilities of $1,229,331.

The condition of the remaining land grant roads is reported to be generally good, many improvements and much superior rolling-stock having been added during the year.

The estimates for the expenses of the railroad office for the next fiscal year aggregate $20,020.

The report concludes with a commendation of the general efficiency of the employés in the office.

53d YEAR!!

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The Garsed Pneumatic Bell.

THERE has, within the space of two years, and by several letters patent, been granted to R. P. GARSED, Esq., a resident of Norristown, Montgomery county, Pa., a door-bell which is rung by the pressure of air. The contrivance is simple and does away with wire and cranks, and bids fair to supplant the wire-rigged arrangement and form a powerful rival to the electric bell. It is instantaneous in its action, inexpensive and durable. The apparatus and modus operandi as witnessed by a person, may be thus briefly described:—

Commencing at the doorway the visitor finds the ordinary bell pull or lever, and sees that any kind of pull in use can be attached to the pneumatic apparatus, and is more easily operated than when attached to the ordinary wire, and now when pulled and connected to a concavo-convex plunger, compresses an ordinary rubber ball about two inches in diameter with two small apertures, one for the ingress, and the other for the egress of air on opposite parts of the ball, which is held in place by a hemispherical metal cup attached to the inside of the door frame, which cup, as well as preventing the displacement of the ball, prevents its rupture under the action of the plunger, which first stops the outer hole of the ball and then doubles the ball within itself and causes the air to pass through the pipe, communicating with a port in the bottom part of the metal cup to the bell, which, under vibrating or jingling mechanism, is instantaneously rung.

While the ball is placed loosely within the cup, by pressure of the plunger upon its face its sides are distended, forming a perfect joint between it and the metal casing, thus insuring non-escaping of air. The air is forced through a one-eighth inch pipe to collapsible bellows, and inflating the same raises a staple on said bellows, which is attached to a band wound around a shaft, causing it to revolve. All that is now required is the ordinary escapement motion with hammer, such as is in an alarm clock, which escapement causes the hammer to vibrate as the pendulum of a clock is made to vibrate, but with much greater rapidity; the striker by coming in contact with the bell at every vibration produces a sound similar to that of an electric bell, but longer and louder; the band by being unwound in a perpendicular line with the center of the top of the bellows, prevents a swerving of the bellows upon the influx of air, and hence it performs a double and desirable office; as soon as the bellows has been inflated to its fullest capacity, it begins to collapse, in which performance it is made to act rapidly by a small coil or spiral spring, one end of which is attached to the shaft, around which it is wound, and the other to the frame supporting the shaft; the ringing then ceases and the rubber sphere in the mean time has returned to its normal shape, caused in a great measure by the inner sides of the metal cup receiving the pressure of distension of the ball around its center, when acted upon by the plunger, and being at once replenished with air is again ready for operation, and thus an incessant ringing is rendered possible and very easy.

The pipe, which may be run to any distance and turned to any and numberless angles, and when supplanting wire may be run through the same holes from which the wire is taken, is supplied with simple couplings; and the apparatus is easily detached if repairs are necessary or it is desired at the bell end to substitute a bell with different mechanism, (of which the same patentee has many) in lieu of the one just described.

By Mr. Garsed's invention, besides the cranks which are necessary for every turn the wire makes in the ordinary rigging, and the wires also, which are liable to rust and stretch, being both abolished with their well-known lost motion and hardness of pulling, a substitute for the battery with its cost and necessary attention, and space-taking features is found. It may also be used as a hotel communicator, for which purpose Mr. Garsed has invented an annunciator. A company is about being organized for the manufacture and sale of the patent bells, which, ere long, will be rendering service in thousands of buildings.

A DISPATCH from Jacksonville, Fla., says the dredge of the Okeechobee Drainage Company, working up the Caloosahatchee River, entered Lake Okeechobee on the 20th inst. This opens a navigable channel from the heart of the Everglades to the Gulf of Mexico, and is an important event in the history of Florida, as it opens up extremely rich sugar lands.

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[Mention this paper.]

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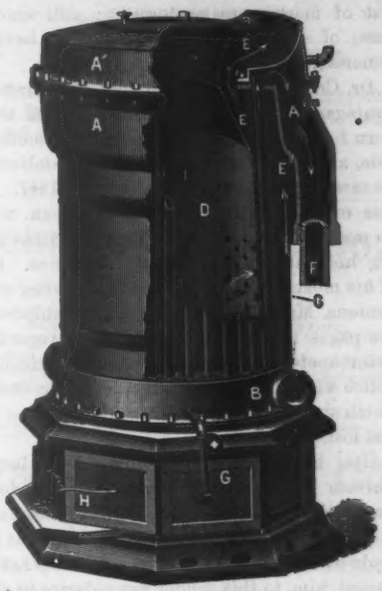
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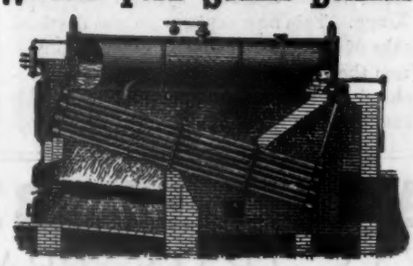
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Dr. Crevaux.

STILL another name to be added to the long list of martyrs to exploration; still another hero of science, whose memory we have to venerate.

Dr. Crevaux belonged to that great race of courageous and devoted men who seem to be born for sacrifice. A Lorrainian on his mother's side, and a Breton on that of his grandfather, he saw the light at Lorquin, April 1, 1847. He was only thirty-five years of age, then, when he was assassinated by the Tapeti Indians during his last voyage to tropical America. One of his most faithful friends and traveling companions, Mr. E. Lejanne, has just published a few pages in the *Tour du Monde* in regard to unfortunate Crevaux, and from that excellent notice we borrow a few characteristic details which show what the man was that France has just lost.

After having successfully passed his baccalaureate examinations, Crevaux studied for a year at the Faculté de Médecine, at Strassburg, and then went to continue his studies at the Ecole de Médecine Navale, at Brest. What attracted him to this school was a desire to visit regions little known, the certainty of traveling over the world, a wish to incur the perils of the sailor's life; for he loved danger, and it may be said that this was his element.

Crevaux was a small, thick-set man of uncommon vigor, and possessed a high forehead and sparkling eyes. He was a questioner rather than a talker, and would be recognized as a man who was eager to know. He was highly endowed with sagacity. If the theories that he advanced were not always true, they were at least seductive by reason of their ingenuity. He was an excellent companion, indulgent to all, and devoted to his friends. "I do not believe," says Mr. Lejanne, "that he ever refused to do any one a favor."

On the 24th of October, 1868, he was appointed assistant surgeon, a rank corresponding to that of midshipman of the first class. He made his first voyage on the transport Ceres, and visited the French colonies of Senegal and of the Antilles. On board this vessel he had a chance to observe a case of chylous hæmaturia, which was the starting point for his thesis for a doctor's degree.

When the war of 1870 broke out Crevaux, animated by ardent patriotism, obtained a position in the fourth battalion of Cherbourg marines. At the fight of Freteval this battalion was decimated, its commander was killed, and its surgeon was made prisoner while caring for the wounded. Crevaux succeeded in escaping and betook himself to Bourges, where he put himself at the disposal of the Minister of War. The latter confided various missions to him, such as carrying several orders, first into Orleans and then into Salins, which was invested by the enemy. Wounded at Chaffois, January 24, 1871, he went to take his post again in the battalion of marines, and left it only in April to go to Brest again. In October, 1873, he was named Surgeon of the Second Class, a grade corresponding to that of midshipman or lieutenant. On the Lanothe Piquet he made a cruise in the South Atlantic, and reached La Plata. In 1876 he gained in a competition his third place. For a long time he had been turning his thoughts toward Guiana, for he knew that for two hundred years numerous travelers had been vainly attempting to reach the Tumuc-Humac mountains, where was supposed to be located that famous El Dorado whose waters detached the golden particles so coveted by miners. Why should he not be able to accomplish what others had not succeeded in doing before him? None had had more enthusiasm—more of the sacred fire—than he. He was young and full of vigor, and all conditions were favorable for him. What more was necessary? A little money. The colony came to his aid. He was about starting on his journey, when the yellow fever broke out in the Salut Islands, and rendered his presence indispensable. His devotion to his patients and his coolness in the presence of the scourge gained him the cross of the Legion of Honor. He was one of the last to undergo an attack of the disease. As soon as he was well he took up his projects again, and ascended the Maroni as far as the country of the Bonis, where he had the good fortune to meet the negro Apatou, who became his constant and devoted companion. The two reached the Tumuc-Humac mountains and descended the Yari as far as the Amazons. This voyage was one of the finest that had been made for a long time. It presented so many difficulties that many old inhabitants of Guiana refused at first to believe that it had been successfully accomplished.

Crevaux did not remain idle long, but ascended the Oyapock again, and descended the Payou as far as the Amazons. After this he made a new voyage, gained the sources of the Yapoura, and descended this river, which had before that been unexplored. He ran great dangers during this voyage, and on his return to France the Geographical Society awarded him its large gold medal. After a new voyage on the Orinoco, Crevaux became desirous of continuing his explorations of tropical America, of reascending the Paraguay, and of descending to the Amazons by the Tapajos and the Xingu. This new exploration was destined to make of him another martyr to geography.

From the report addressed to the Paris Geographical Society by the Argentine Geographical Institute, we are enabled to give some accurate data as to this last voyage of the unfortunate explorer.

Once in Bolivia, Crevaux proceeded to the confluence of the rivers Pilaya and Pilcomayo, where there are some missions of the Franciscan Fathers dependent upon the monastery of Salta, the capital of one of the Argentine Provinces. Having reached the regions in the vicinity of the source of the Pilcomayo, our explorer superintended the construction of three boats, in which the members of the expedition afterward embarked. The number of persons composing the expedition was increased by the addition of a few Bolivian Indians, making in all nineteen men, each armed and provided with three hundred ball cartridges.

Explorations of the Chaco are always dangerous because of the Indians, who, to the number of forty or fifty thousand, as is supposed, people this immense and almost unknown region. However, on the 15th of April, the expedition got under way and descended the river, animated with the intrepidity that characterized its chief to so high a degree, and full of the most sanguine hopes. On the 24th, at six o'clock in the evening, it reached the region of the Teyo, and was received by the Indians with demonstrations of friendship. Here Dr. Crevaux desired to explore an unknown river that had been described by Mr. Sola, the intrepid explorer of the Chaco. It appears that the travelers landed, on the 24th of April, on the shores of the Tapeti Indians, who invited them with friendly demonstrations and afterward basely assassinated them at nightfall. Only two persons were saved, and these were the missionary Cebalios and the Argentine sailor Blanco, who remained in captivity. The Government of the Republic and the Argentine Geographical Institute have been engaged ever since in organizing an expedition to go in quest of the remains of the Crevaux mission.—*La Nature.*

THE South Carolina House of Representatives has passed a bill providing for a railroad commission by a vote of 72 to 35. There is said to be no doubt of its passage by the Senate by an equally decisive majority. The friends of the bill urged its passage on the ground that the cities of South Carolina, its manufacturers and consumers, were being discriminated against by the railroad companies, whilst the opponents of the bill based their opposition on its alleged unconstitutionality, as well as its interference with the vested rights of corporations.

RIEHLÉ BROTHERS, the well-known scale manufacturers, of Philadelphia, were awarded the "special silver medal" at the American Institute Fair, in this city, for their Testing machines.

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How to go to sleep in a Pullman car, was the question lately addressed to Dr. W. B. Outten, Supervising Surgeon of the St. Louis, Iron Mountain and Southern Railway, and elicited some very interesting information. The doctor is an old traveler, and his duties as supervising surgeon of the Iron Mountain medical department frequently call him away for weeks at a time, visiting the resident physicians who administer to the employés along the line. When he discourses about traveling he speaks advisedly. "In a majority of the cars the berths are so made that a person is compelled to lie with his feet in the direction of the engine. The position is certainly the safest in case of collision, or an extremely rapid stoppage, as the body goes in the direction motion has been imparted to it, hence there is less danger of injuring by contact the skull and its contents, while the lower extremes have flexible points to neutralize the shock of sudden stoppage. I am of the opinion, however, that to lie with your feet towards the engine there is naturally imparted an influx of blood to the brain. The natural condition of the brain in sleep is to have a relatively smaller amount during sleep than at any other time. Now, in riding with your head directed towards the engine there is naturally a tendency on the part of the blood to gravitate from the brain."

J. Gregory Smith, President of the Central Vermont Railroad Company, having been interviewed, is reported to have said that the compromise agreement to be made between the Central Vermont and the Vermont and Canada roads has been settled upon the following basis:

"A joint mortgage is to be put on the Vermont and Canada and Vermont Central railroads to the extent of $7,000,000, for which thirty-year bonds bearing interest at five per cent, payable semi-annually, are to be issued, to be distributed thus: $1,000,000 to the Vermont and Canada in exchange for its stock at the rate of thirty-three and a third per cent of its par value, which is to be in full discharge of the Vermont and Canada claim; $4,357,000 to be exchanged for the trust liabilities—incurred by the receivers and managers—dollar for dollar of their face value, interest being waived; the balance, $1,643,000 to be appropriated to the retirement of the floating debt and the claim of the Central Vermont. This will be the entire bonded indebtedness of the road. There is also to be issued preferred stock to the amount of $750,000, to be given in exchange for the first and second mortgage bonds of the Vermont Central Railroad, at the rate of twenty per cent of their face value for the first and ten per cent for the second mortgage bonds, all interest being waived. This stock is to be entitled to six per cent interest, if earned, but not cumulative. The interest charge on the property is thus $350,000 per annum, with a contingent charge, if earned, of $45,000 more on the preferred stock. The grand total of liability to be carried by the corporation is thus $7,750,000, in place of $11,857,000 of debt retired."

As previously stated, "the assent of the holders of a majority of the bonds must be had before January 10 to secure the success of the scheme, and at the rate the bonds are coming in there is no doubt of its success. Some $1,200,000 of the bonds held in small amounts by various parties have already come in, and as the assent of the large holders was secured in advance, it is believed that at least two-thirds will be secured by the date mentioned. The plan to be pursued to secure the title to the property will be to allow the first-mortgage bondholders of the Vermont Central to secure a foreclosure and sell the property; the new corporation purchasing it and then securing a perpetual lease of the Vermont and Canada, thus uniting the two roads under a clear title."

The combination with the Grand Trunk Railway Company, of which so much has been said, President Smith states, "is a permanant close traffic arrangement by which all the freight from the great Northwest over the Grand Trunk seeking an outlet on the Atlantic coast is to be poured over the Central Vermont and its connecting roads to Boston. The Grand Trunk, in addition to the network of railways which it controls in Canada and the West, has secured the three great water-routes via Sarnia, Collingwood and Midland, which bring the grain, lumber, metal and other products of the Northwest to Montreal. Thence it has only a single-track line of its own to Portland, which is manifestly inadequate to the handling of such a vast tonnage, even were Portland the best point for shipment. Hence such an outlet as the Central Vermont affords to Boston and New York is a necessity."

The acquirement of the North Shore Road by the Grand Trunk was by absolute purchase, Mr. Senecal and his associates having "transferred seven-tenths of the entire capital stock to the Grand Trunk, and agreed to procure and transfer the remaining three-tenths. The Grand Trunk pays $5,000,000 in its bonds and $250,000 in cash for this road, which originally cost the Senecal syndicate $4,000,000, in addition to which they are said to have spent $1,000,000 or thereabouts for lands and terminal facilities at Quebec."

The Chief of the Bureau of Statistics reports that in the month of November there arrived in the customs districts of Baltimore, Boston, Detroit, Huron, Minnesota, New Orleans, New York, Passamaquoddy, Philadelphia and San Francisco 47,021 passengers, of whom 40,625 were immigrants, 3,699 citizens of the United States returned from abroad, and 2,697 aliens not intending to remain in the United States. Of this total number of immigrants there arrived from England and Wales, 5,280; Ireland, 2,177; Scotland, 745; Austria, 958; Belgium, 194; Bohemia, 404; Denmark, 475; France, 318; Germany, 15,803; Hungary, 2,162; Italy, 1,890; Netherlands, 125; Norway, 775; Russia, 368; Poland, 115; Sweden, 1,887; Switzerland, 890; Dominion of Canada, 5,892; and from all other countries, 167. The number of arrivals in November, 1881, was 51,586. The total number of immigrants arrived in the foregoing customs districts and from the principal foreign countries in the five months ended November 30, 1882, was 244,611, against 291,320 in the corresponding period in 1881.

Advertise in the Railroad Journal.

Photographing Employes.

The Central and Southern Pacific railroads have issued an order requiring all their employés except common day laborers to file with their companies a description and photograph of themselves. A reporter of the San Francisco *Chronicle* interviewed General Superintendent Fillmore as to the cause of the order, which is very obnoxious to most of the men, with the following results. Said Superintendent Fillmore:—

"Four or five years ago the Central Pacific Railroad issued this order requiring all conductors and brakemen in its employ to file their personal descriptive lists and photographs in the general office. Recently the order has been amended so as to include engineers, stationmasters, switchmen and every class of employés except ordinary day laborers."

The reporter was then shown one of the "forms," accompanied by the photograph of the employé, in which he gave his name, age, residence, that of his parents or nearest relatives, whether married or single, how long he has been railroading, on what roads, in what capacities, whether he had been discharged, and if so, for what reason.

"This," said Superintendent Fillmore, "serves as a complete personal and business history of the employé. It shows his length of service, business capacity, moral standing, and at the same time serves as a letter of recommendation. It is a passport to position. But if the man has been discharged for some serious offense it protects the road he seeks employment on. So you will see it is a benefit to ourselves, a benefit to other roads and to the general public. It also protects us against re-employing men whom we have discharged for incompetency or serious offenses. It also protects other roads in the same manner. For instance, suppose one of our conductors was discharged for peculation. He might get employment on another portion of our road under an assumed name. But this system of personal description and photographs renders it impossible. A switchman here might go to sleep and let a train be wrecked. Of course, we would not employ that man again. Yet, if it were not for this personal description list and photograph, he might go up to Ogden or down into Texas, get employment on our road, go to sleep on duty again and wreck another train. This is our system of protection, and about the most effective one we could have against unfaithful or negligent employés. It works no hardship upon any one, and it seems to me the well-disposed can find no fault with it."—*Railway Review.*

The Lobdell Car Wheel Company, of Wilmington, Del., completed and shipped to a paper mill in Massachusetts on the 21st inst. a set of chill cast iron calender rolls. They are an excellent piece of work and number in all 10. They were cast at the new foundry. The polishing on them is so fine and well done that they look almost like silver. Their dimensions are as follows: Top, 15 by 80; 2d, 12 by 80; 3d, 4th, 5th, 6th, 7th, 8th, and 9th, 10 by 80, and bottom 18 by 80 inches. They are ground so as to fit perfectly and weigh 24,500 pounds.

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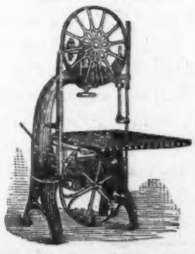
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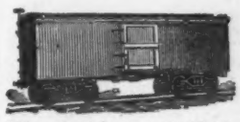
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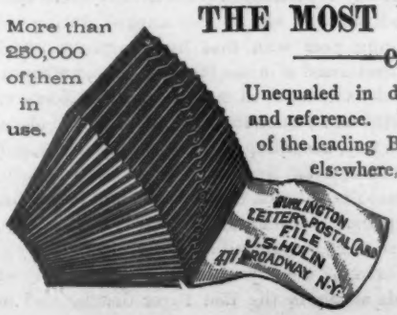
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THAT department of the AMERICAN RAILROAD JOURNAL which contains descriptions of new inventions properly coming within its range of subjects, is regarded with great notice and favor, particularly by those directly interested in learning what the latest applications of mechanical ingenuity in railroading are, and by those who have produced inventions which they desire to make as widely known as possible.

The large and widespread circulation of this paper, its prestige as the oldest railroad journal in the world, and the weight attached to its contents by the general consent of leading railroad men in all countries, give such value to its carefully prepared descriptions of new machinery and appliances as cannot be found outside of its columns.

The interest manifested by inventors in supplying us with information of their doings, and the eagerness with which this is received, encourage us to give an increased attention to that department of this paper treating of new inventions.

We therefore repeat our invitation to all persons who have produced what they regard as improvements coming within the range of railroad operations, to communicate with us promptly regarding the same.

All matter sent us will be thoroughly examined and considered, and no inventions in our opinion likely to be practicable and useful will be passed over without receiving due attention from us.

List of Patents for Inventions Relating to Railways, Manufacturing, Mining, Machinery, Etc.

BEARING DATE OF DECEMBER 26, 1882.

269,506. Switch: Edward J. Beard and Howard V. Hinckley, Topeka, Kan. Filed Aug. 14, 1882.

269,524. Journal-Lubricator: Thomas B. Howe, Scranton, Pa. Filed Oct. 14, 1882.

269,525. Cable-Tramway: Charles M. Huson, St. Louis, Mo. Filed Jan. 17, 1882.

269,527. Wrecking and Construction Car for Railways: Luther K. Jewett, Fitchburg, Mass. Filed Oct. 19, 1882.

269,529. Railway Switch-Rod and Rail-Coupler: John Lovejoy, West Lebanon, N. H. Filed Oct. 3, 1882.

269,534. Safety-Valve: Alexander Orme, Chicago, Ill. Filed August 7, 1882.

269,537. Adjustable Hanger for Shafting: Nicholas Parent, Cornwall, Conn. Filed Nov. 3, 1882.

269,541. Grain Transfer Car: Lloyd D. Richardson, John R. Trimmer and Eugene E. Loomis, Chicago, Ill. Filed Oct. 9, 1882.

269,587. Shade and Chimney Holder for Car Lamps: John Kirby, Jr., Cincinnati, Ohio, assignor to Post & Co., same place. Filed July 9, 1880.

269,592. Journal-Box: Richard Matteson and Alfred M. Brown, Pawtucket, R. I. Filed Nov. 13, 1882.

269,604. Stock-Car: Stephen P. Tallman, Dunellen, N. J. Filed Sept. 22, 1882.

269,621. Car-Signal: John B. Batt, Williamsville, N. Y.

269,629. Stock-Car: Henry R. Bothwell and James H. Strugnell, Toronto, Ontario, Canada. Filed August 28, 1882.
Filed July 24, 1882.

269,637. Railway-Car Reservoir: Robert G. S. Collamore, Boston, Mass. Filed August 12, 1882.

269,650. Automatic Rail-Punching Machine: John H. England and Edward Horth, Chicago, Ill. Filed July 5, 1882.

269,653. Switch-Indicator: William R. Field, Brooklyn, N. Y. Filed April 10, 1882.

269,665. Apparatus for Working Railway-Signals: John Harrisson, Well street, Hackney, county of Middlesex, England. Filed July 31 1882.

269,666. Steam-Cylinder Lubricator: John W. Hays, Erie, Pa. Filed Oct. 24, 1882.

269,668. Car-Coupling: Gustavos Heidel, St. Louis, Mo. Filed Oct. 18, 1882.

269,672. Station-Indicator: Harvey A. Holloman, Kingston, Tex. Filed April 12, 1882.

269,678. Valve-Gear for Steam Engines: Adoniram Kendall, Erie, Pa. Filed Feb. 23, 1882.

269,681. Direction-Plate and Label-Holder for Cars: Ferdinand King, Atlanta, Ga. Filed Oct. 14, 1882.

269,707. Car-Coupling: Joseph P. B. Rarey, Kokomo, assignor of one-third to Stephen P. Lee, Howard Township, Howard county, Ind. Filed Oct. 24, 1882.

269,711. Frog: James Reed, Altoona, Pa. Filed Sept. 20, 1882.

269,714. Journal-Box: Levi H. Roberts, Paris, Ill. Filed July 17, 1882.

269,718. Steam-Inspirator: John H. Rook, Jonesborough, Ind. Filed Nov. 2, 1882.

269,747. Air Brake for Railroads Cars: Charles Van Dusen, New Albany, Ind., assignor to himself and William L. Breyfogle, Louisville, Ky. Filed May 26, 1882.

269,752. Railway-Track Scale: Thomas H. Ward, Tipton, county of Stafford, England. Filed April 10, 1882.

269,787. Machine for Rolling Rails: Uri Haskin, Pittsburgh, Pa. Filed May 27, 1882.

269,813. Gas-Engine: Lewis C. Parker, Robinson, Kan. Filed August 29, 1882.

Railroad Progress in the Northwest.

A GENERAL review of railroad building for the past year in the Northwest or the system tributary to St. Paul, is published in the *Pioneer Press* of that city, showing the total construction for the year 1882 to have been 2,400 miles, as against 2,081 miles for 1881 and 1,478 miles for 1880. The work of the year was as follows: Northern Pacific, western division, 340 miles; eastern division, 208 miles; branch lines, 250 miles—total, 870 miles. St. Paul, Minneapolis and Manitoba, 210 miles; Chicago, St. Paul, Minneapolis and Omaha, 210 miles; Minnesota Central, 66 miles; Minneapolis and St. Louis, 20 miles; Chicago, Milwaukee and St. Paul, 476 miles; Chicago and Northwestern, 469 miles; Wisconsin Central, 68 miles.

The Chicago, St. Paul, Minneapolis and Omaha Railway has now a large territory, but being absorbed by the Chicago and Northwestern its construction work is a matter for future development, with no plans now formed. The Chicago, Milwaukee and St. Paul professes to have enough mileage, and after its late experiences will be liable to go slow and take a little more time in developing its vast system. It will probably reach out westward from Dakota and still nurse its idea of getting ultimately to the Pacific coast rather than spend too much money in building new lines nearer home to stir up territorial hornets' nests. The purchase of ___ Omaha line by the Chicago and Northwestern has partially changed the programme which has been laid out in Wisconsin. The new mileage is 235 miles, part of it being incidental to the St. Paul system, including the Chicago, Milwaukee and St. Paul building in the lumber region. In Dakota the mileage is tributary to St. Paul and Minneapolis trade, and is therefore a matter for congratulation.

It may be inferred that the Northwestern Railroad building will not be marked during the coming year with that lively activity which characterized it in the last two years, unless exceptions be made in the cases of the Northern Pacific and Canadian Pacific lines. The Manitoba line, according to present indications, will not extend rapidly, except to points where increased population creates a demand for traffic. Its principal work will be towards Devil's Lake, when immigration will open early in the spring. Its extreme western extension will probably be made slowly in the Red River district and in portions of Dakota, where that line has had building competition.

Dredgers to be Used in Excavating the Panama Canal.

DOUGHTY & KAPELLA, ship-builders, at Petty's Island, have taken the contract for the construction of three dredgers, to be used in excavating for the Panama Canal. The size of each dredger is 100 feet in length, sixty feet in breadth and twelve feet in depth. The contract price for the three, which includes the placing of the machinery, is said to be about $120,000. The machinery will bring their cost to upwards of $400,000. One of the dredgers has been completed and was launched on the 22d inst. It will be taken to the I. P. Morris Company's wharf, where it will be fitted out with machinery, which is already at hand, it having been manufactured in San Francisco, California, and forwarded to Philadelphia. It is stated that a portion of the machinery for the other dredgers will be manufactured in this section of the country. The entire machinery weighs 350 tons.

The machinery consists of eight separate engines; the two which run the dredge are high pressure, of 250-horse power, and the others of about fifty-horse power each. The dredgers are of a new patent and work with a series of buckets on an endless chain. There are forty buckets to each machine, with a capacity for dumping of eighteen buckets a minute, each bucket holding one and one-half cubic yards. After the dirt is scooped up in the buckets it is run up the long arm of the dredge fifty feet and dropped into an iron hopper weighing seven and one-half tons, and thence by its own power attained in the fall passes through a pipe three feet in diameter and 150 feet long, with an eighteen foot fall, to its place of deposit. A constant stream of water is also kept running through the pipe to aid the dirt in its passage.

It is intended, after the dredge is fully fitted out with her machinery, to place her in charge of a large steamer and tow her to her destination.

The dredger, which it is claimed is the largest machine of the kind ever built, is named the "Count De Lesseps," and is for Huerne, Slaven & Co., of San Francisco, California. The building of her hull was superintended by Captain S. L. Clapp, formerly Port Captain for the Pacific Mail Steamship Company, at Colon (Aspinwall) and Panama. The second machine will be launched about February 1 next, and the third a month later.

DONALD A. SMITH has been chosen a director of the Canadian Pacific Railroad Company, in the place of J. J. Hill, resigned.

THE dealer who wrote "these are my lowest rates *to you*" was not more candid than the Esterbrook Steel Pen Co., who admit that their pens are the best in use.

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AMERICAN RAILROAD JOURNAL.



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BANKING.
FINANCE.
COMMERCE.

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P. O. Box, 2970. PRATT & LAMBERT, New York.
MANUFACTURERS OF

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	31,500,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon,Genesee&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio..100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Dec. '81 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Dec. '81 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.*pf100	800,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940,000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br...100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B &Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pf. 50	380,650	q'arterly	Apl '80 3½s
Camden & Burl. Co..100	381,925	semi-an	July '81 5
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May & Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct. '81 $1½
" pref..... 20	2,200,000	semi-an	Nov. '81 3½
" new pref.. 50	1,000,000	semi-an	Nov. '81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,650,400	q'arterly	Nov. '81 1½
" " pref.100	769,600	semi-an	Aug. '81 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,568,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan, '82 3
" pref.... 50	411,550	semi-an	Jan. '82 3
Central Pacific.....100	59,275,500	semi-an	Aug. '81 3
Chemung*.....100	380,000	q'arterly	July '81 1¾
Cheshire preferred..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Sep. '81 4
" " pref100	2,425,400	semi-an	Sep. '81 4
Chi,, Burl. & Quincy.100	55,265,000	q'arterly	Dec. '81 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil, & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" " pref100	12,279,483	semi-an	Oct. '81 3½
Chi. & N. Western...100	14,988,267	semi-an	Dec. '81 3
" pref.100	21,525,363	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb. '82 1¾
Chi. and West Mich..100	6,151,000	semi-an	Feb. '81 2½
Chi., St. P., M. & O...100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1½
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov. '81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Dec. '81 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum.& HookingVal100	2,500,200	semi-an	Aug. '81 20s
Concord..... 50	1,500,000	semi-an	Nov. '81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn. & Passump.Riv100	2,244,400	semi-an	Aug. '81 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	241,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1¾
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,994	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Nov. '81 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	22,000,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug.'80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug. '80 2½
" " pref.100	2,503,380	semi-an	Aug. '81 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*..50	1,709,550	semi-an	Jan. '82 3
East Mahony*..... 50	392,950	semi-an	Jan. '82 3
Eastern (Mass.)..... 100	4,997,600	semi-an	July '73 3
Eastern (N. H.)..... 100	492,500	semi-an	Dec. '81 2½
Eel River..... 100	3,000,000	q'arterly	Dec. '81 1
Elmira,Jef.&Canand*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov. '81 1½
" " pref. 50	500,000	semi-an	July '81 3½
Erie and Pittsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov. '81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia.....100	4,200,000	q'arterly	Jan. '82 2½
Granite.....100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref..100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster* 50	1,182,600	semi-an	Jan. '82 3½
Housatonic pref.....100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	39,000,000	semi-an	Sep. '81 3½
Ia. Falls & Sioux City*100	4,628,500	q'arterly	Dec. '81 1½
Iowa R. Land Co....100	7,620,000	q'arterly	Nov. '81 1
Jeffersonv. Mad.&Ind100	2,000,000	q'arterly	Nov. '81 1½
Joliet and Chicago*..100	1,500,000	q'arterly	Sep. '81 1¾
Kan.C.,Ft.S.&Gulfpf.100	2,750,000	semi-an	Aug,'81 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	Feb. '82 2
" " (guar.)100	838,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Oct. '81 2
Lehigh Valley..... 50	27,496,896	q'arterly	Jan. '82 1½
" " pref. 50	106,300	q'arterly	Jan. '82 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Dec. '81 2
Little Rock & Ft. S..100	4,096,135	.....	July '81 10s
Little Schuylkill*.... 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv..100	18,130,913	semi-an.	Aug. '81 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct. '81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov. '81 5
Manhattan.....100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '82 1½
" " 2d pref.100	6,500,000	.....	.....
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	3,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Massawippi*.....100	400,000	semi-an.	Aug. '81 3
Memphis&Charlest'n*25	5,312,725	semi-an.	Jan. '69 3
Michigan Central....100	18,738,304	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Aug. '81 3
Mill Creek&Minehill* 50	323,375	semi-an.	July '81 5
M. Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile&Montgomery100	3,922,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	300,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	July '81 3½
Mt Carbon&Pt Carbon 50	282,350	semi-an.	July '81 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,205,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&St Louis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	July '81 5
Nesquehoning Val'y* 50	1,800,000	semi-an.	Sep. '81 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
NewLondonNorth'n*100	1,500,000	q'rterly.	Oct. '81 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem....100	7,950,000	semi-an.	Jan. '82 4
" " pref.100	1,500,000	semi-an.	Jan. '82 4
" City Line.. —	.....	annual	Apl. '81 8
N.Y.,LakeErie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov. '81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	80,000	semi-an.	May '81 4
North Pennsylvania.. 50	4,527,150	q'rterly.	Nov. '81 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampshi100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio.....100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar. '75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Nov. '81 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug. '81 4½
Panama.....100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	July '81 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov. '81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Aug. '81 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd. 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger. &Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb.,Ft. W. & Chi.*100	19,714,285	q'rterly.	Oct. '81 1¾
" Special Imp.100	6,770,900	q'rterly.	Oct. '81 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia...100	130,000	annual	Nov. '80 8
Providence &Worces.100	2,000,000	semi-an.	Jan, '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	July '81 4
Rhode Island& Mass.100	100,000	.....	Jan. '81 3
Richmond& Danv...100	3,866,000	q'rterly.	Nov. '81 2
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Genesee Val.*100	555,200	semi-an.	July '81 3
Rome,Watert.& Ogd.100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Aug. '81 1
St.L.,Alt. & T.Haute.100	2,300,000	.....	.....
" " pref.100	3,468,400	semi-an.	Feb. '81 3
St.L.&S.Fran.1st pref100	4,500,000	semi-an.	Dec. '81 3½
St.L.,I.Mt.&South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	.....	Nov. '81 10s
St. P., Minn. & Man..100	15,000,000	.....	Aug. '81 3
Schuylkill Valley*... 50	676,050	semi-an.	July '81 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov. '81 4
Shamokin V.&Pottsv 50	869,450	semi-an.	Aug. '81 3
Shore Line*.....100	1,000,000	semi-an.	July '81 4
Sioux C.&Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	438,300	semi-an.	July '79 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Aug. '81 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Jan. '82 1½
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango&S.V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Sep. '81 2
Vermont and Mass..100	3,050,000	semi-an.	Oct. '81 3
Wab.,St.L.& Pac.pref.100	22,615,100	q'rterly.	Nov. '81 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '81 4
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	July '81 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '81 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mille..100	.....	semi-an.	Jan. '80 3
BleeckerSt.&Ful.F'y.100	900,000	semi-an.	July '81 ¾
Boston&Chelsea pref. 50	110,000	semi-an.	Apl. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av,(N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Aug. '81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Apl. '81 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rterly	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Jan. '81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Pbg.)..... 50	200,000	annual..	....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov. '81 4
Eighth Av. (N. Y.)... 100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an	Nov. '81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Oct. '81 2
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	July '81 4
Heston, Mantau&F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov. '81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov. '81 3½
N.Y.,Bay Ridge&Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	July '81 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	July '81 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov. '81 3
South Boston..... 50	600,000	semi-an.	Jan. '81 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov. '81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug. '81 4
Union, Boston.....100	374,300	semi-an.	Jan '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 6
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,033,360	semi-an.	Aug. '81 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Dec. '81 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,150	annual..	Au. '81 50c.
" " pref... 50	3,200,960	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Nov. '81 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Nov. '81 $5
Central Mining Co...100	.....	semi-an.	Aug. '8 13
Consolidation Coal...100	10,250,000	semi-an.	Jan. '81 2½
George's Creek Co.&I.100	.....	semi-an.	July '81 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missour. Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly.	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly.	Nov. '81 3
Pullman Palace Car..100	10,023,800	q'rterly.	Nov. '81 2
Quicksilver, com....100	5,708,700	.....	Aug. '81 2½
" pref....100	4,291,300	.....	Aug. '81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Aug. '81 3
Quincy R. R. Bridge..100	1,750,000	semi-an.	Jan. '82 5
Sioux C.&L.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov. '81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. 82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½

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P. O. Box, 2970. PRATT & LAMBERT, New York.
MANUFACTURERS OF
Varnishes, Japans and Pratt's Dryer

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	31,500,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon, Genesee & Mt M*100	225,000	semi-an	July '81 3
Balti'more and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1½
Boston and Albany..100	20,000,000	q'arterly	Dec. '81 2
Bos. & N.Y. Air Line pf.100	2,795,227	q'arterly	Dec. '81 1
Bos., Cl., F. & N.B. pref.100	1,750,100	.....	Oct. '81 3
Bos., Conc. & Mont.*pf100	800,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940,000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br....100	131,700	semi-an	Jan. '82 3½
Bos., Revere B & Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo, N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pf. 50	880,550	q'arterly	Apl '80 3 1/2s
Camden & Burl. Co..100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May & Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,800	annual	Oct. '81 1½
" pref..... 20	2,200,000	semi-an	Nov. '81 3½
" new pref.. 50	1,000,000	semi-an	Nov. '81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids & Mo. R*100	6,350,400	q'arterly	Nov. '81 1½
" " pref.100	769,600	semi-an	Aug. '81 3½
Central of Georgia....100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.... 50	411,550	semi-an	Jan. '82 3
Central Pacific.....100	59,275,500	semi-an	Aug. '81 3
Chemung*.....100	380,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Sep. '81 4
" " pref100	2,425,400	semi-an	Sep. '81 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Dec. '81 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil, & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" " pref100	12,279,483	semi-an	Oct. '81 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,363	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb. '82 1½
Chi. and West Mich .100	6,151,000	semi-an	Feb. '81 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1¾
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov. '81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Dec. '81 1½
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum. & Hocking Val100	2,500,200	semi-an	Aug. '81 20s
Concord 50	1,509,000	semi-an	Nov. '81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn. & Passump. Riv100	2,244,400	semi-an	Aug. '81 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	241,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1½
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,994	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Nov. '81 1½
Del., Lack. & Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	22,000,000	q'arterly	Jan. '82 1½
Den., South P. & Pac.100	8,500,000	.....	Aug. '80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug. '80 2½
" " pref.100	2,503,380	semi-an	Aug. '81 3½
Dubuque & Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*., 50	1,709,550	semi-an	Jan. '82 3
East Mahony*..... 50	392,950	semi-an	Jan. '82 3
Eastern (Mass.).....100	4,997,600	semi-an	July '73 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
El Rivet.....100	3,000,000	q'arterly	Dec. '81 1
Elmira, Jef. & Canand*100	500,000	annual	Sep. '80 5
Elmira & Williamsp't* 50	500,000	semi-an	Nov. '81 1½
" " pref. 50	500,000	semi-an	July '81 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov. '81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft. W. & Jackson pref.100	2,000,000	.....	July '81 3½
Georgia.....100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref..100	5,083,024	semi-an	Feb. '82 3½
Harrisbg & Lancaster* 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref.....100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	39,000,000	semi-an	Sep. '81 3½
Ia. Falls & Sioux City*100	4,623,500	q'arterly	Dec. '81 1½
Iowa R. Land Co....100	7,620,000	q'arterly	Nov. '81 1
Jeffersonv. Mad. & Ind100	2,000,000	q'arterly	Nov. '81 1¾
Joliet and Chicago*..100	1,500,000	q'arterly	Sep. '81 1½
Kan. C., Pt. S. & Gulf pf.100	2,750,000	semi-an	Aug. '81 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " prf..100	5,550,000	semi-an	June'81 3
Lake Shore & Mich. So.100	49,466,500	q'arterly	Feb. '82 2
" " (guar.)100	538,500	semi-an	Feb. '82 5
Lawrence*..... 50	460,000	q'arterly	Oct. '81 2
Lehigh Valley..... 50	27,496,895	q'arterly	Jan. '82 1½
" " pref. 50	106,300	q'arterly	Jan. '82 1½

Marked thus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Dec. '81 2
Little Rock & Ft. S..100	4,098,135	.....	July' 81 10s
Little Schuylkill*.. . 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv...100	18,130,913	semi-an.	Aug. '81 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley 100	600,000	q'rterly.	Oct.' 81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov. '81 3
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '82 1½
" " 2d pref.100	6,500,000	.....	.....
Marietta & Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Massawippi*.....100	400,000	semi-an.	Aug. '81 3
Memphis & Charlest'n*25	5,312,725	semi-an.	Jan. '69 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Aug. '81 3
Mill Creek & Minehill* 50	323,375	semi-an.	July '81 5
M. Mills & Schuyl. Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile & Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	July '81 3½
Mt Carbon & Pt Carbon 50	282,350	semi-an.	July '81 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash., Chat. & St Louis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	July '81 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sep. '81 3
N. Castle & Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
New London North'n*100	1,500,000	q'rterly.	Oct, '81 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem....100	7,950,000	semi-an.	Jan. '82 4
" pref.100	1,500,000	semi-an.	Jan. '82 4
" City Line.. —	.....	annual	Apl. '81 3
N.Y., Lake Erie & West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov, '81 2
Niag. Bridg & Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Nov. '81 1½
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich & Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar. '75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way & Nav.100	6,000,000	q'rterly.	Nov. '81 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug. '81 4½
Panama.....100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan '82 4
Pember. & Hightst'n*. 50	342,150	semi-an.	July '81 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov. '81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Aug. '81 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil, Ger. & Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb. Ft. W. & Chi.*100	19,714,285	q'rterly.	Oct. '81 1¾
" Special Imp.100	6,770,900	q'rterly.	Oct. '81 1¾
Pittsfield & N. Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 5
Profile & Franconia...100	130,000	annual	Nov. '80 6
Providence & Worces.100	2,000,000	semi-an.	Jan, '82 3
Rensselaer & Saratog.*100	7,000,000	semi-an.	July '81 4
Rhode Island & Mass.100	100,000	.....	Jan. '81 3
Richmond & Danv...100	3,866,000	q'rterly.	Nov. '81 2
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Rich. & Seneca Val.*100	555,200	semi-an.	July '81 3
Rome, Watert. & Ogd.100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Aug. '81 1
St. L., Alt. & T. Haute.100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St. L. & S. Fran. 1st pref100	4,500,000	semi-an.	Dec. '81 3½
St. L., I. Mt. & South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	.....	Nov. '81 10s
St. P., Minn. & Man..100	15,000,000	.....	Aug. '81 3
Schuylkill Valley*... 50	576,050	semi-an.	July '81 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov. '81 4
Shamokin V. & Pottsv 50	869,450	semi-an.	Aug. '81 3
Shore Line*.....100	1,000,000	semi-an.	July '81 4
Sioux C. & Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	438,300	semi-an.	July '79 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge & Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr., Bingham & N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind....100	1,988,150	semi-an.	Aug. '81 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Jan. '82 1½
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango & S.V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Sep. '81 2
Vermont and Mass..100	3,050,000	semi-an.	Oct. '81 3
Wab., St. L. & Pac. pref.100	22,615,100	q'rterly.	Nov. '81 1½

Marked thus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest & Phil. pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,859,750	semi-an.	Oct. '81 4
Wilmingt'n & Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester & Poto'c.*100	180,000	semi-an.	July '81 3
Winchester & Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,799,800	semi-an.	Jan. '81 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt., Cat. & El. Mills..100	.....	semi-an.	Jan. '80 3
Bleecker St. & Ful. F'y.100	900,000	semi-an.	July '81 ¾
Boston & Chelsea pref. 50	110,000	semi-an.	Apl. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way & 7th Av, (N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn & Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Aug. '81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r & Tenth St100	650,000	semi-an.	Aug. '81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Pbg.)..... 50	200,000	annual..	....'80 14½
Coney Island & Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.).. 50	580,000	semi-an.	Jan. '82 6
D. Dock, E. B'way & Bat100	1,200,000	q'arterly	Nov. '81 4
Eighth Av. (N. Y.)...100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov. '81 6
Frankf. & Southw (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	672,860	q'rterly.	Oct. '81 2
Girard College (Phi.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton..100	170,000	semi-an.	July '81 2½
Green & Coates St. (Ph) 50	150,000	q'rterly.	July '81 4
Heston, Mantua & F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb. & South Sts (Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov. '81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov. '81 3½
N.Y., Bay Ridge & Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange & Newark.....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City... 50	475,000	semi-an.	Jan. '82 6
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila. & Grey's Ferry. 50	308,000	semi-an.	July '81 6
Pbg. Alleg. & Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second & Third St. (Ph) 50	771,076	q'rterly.	July '81 4½
17th & 19th sts (Ph.). 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston)..100	113,000	semi-an.	Nov. '81 3
South Boston..... 50	600,000	semi-an.	Jan. '81 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov. '81 3
13th and 15th sts., Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug. '81 4
Union, Boston.....100	374,300	semi-an.	Jan '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 6
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Aug. '81 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Dec. '81 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 $2
Morris, consolidated.100	1,026,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual.	Au. '81 50c.
" " pref... 50	3,200,950	annual.	Aug. 81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Nov. '81 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf. Co.100	3,000,000	semi-an.	June'81 5
Calumet & Hecla Min'g —	100,000 S.	q'rterly.	Nov. '81 $5
Central Mining Co...100	.....	semi-an.	Aug. '8 13
Consolidation Coal..100	10,250,000	semi-an.	Jan. '81 2½
George's Creek C. & I..100	.....	semi-an.	July '81 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. & Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val. Land Co100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly.	Sept. '69 3
Pennsylvania Coal... 50	5,000,000	q'rterly	Nov. '81 3
Pullman Palace Car..100	10,023,800	q'rterly.	Nov. '81 2
Quicksilver, com....100	5,708,700	.....	Aug. '81 2½
" pref....100	4,291,300	.....	Aug. '81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Aug. '81 3
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
Sioux C. & I. F. L. & L. Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3¾
Topeka Equip'nt Co.100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov. '81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. 82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½

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P. O. Box, 2970. PRATT & LAMBERT, New York.
MANUFACTURERS OF
Varnishes Japans and Pratt's Dryer

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon, Genesee&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,950,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Dec. '81 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Dec. '81 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.*pf100	800,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940,000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br....100	131,700	semi-an	Jan. '82 3½
Bos. Revere B & Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo, N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pf. 50	880,650	q'arterly	Apl '80 3½s
Camden & Burl. Co...100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May & Millville* 50	447,000	semi-an	June'81 3
Catawissa*.....50	1,159,500	annual	Oct.'81 3½
" pref.....20	2,200,000	semi-an	Nov. '81 3½
" new pref.. 50	1,000,000	semi-an	Nov. '81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '78 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.... 50	411,550	semi-an	Jan. '82 3
Central Pacific 100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	380,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Sep. '81 4
" " pref100	2,425,400	semi-an	Sep. '81 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Dec. '81 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil, & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" " pref100	12,279,483	semi-an	Oct. '81 3½
Chi. & N. Western....100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb. '82 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '81 2½
Chi., St. P., M. & O...100	10,380,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1¾
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov. '81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Dec. '81 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum. & Hocking Val100	2,500,200	semi-an	Aug. '81 20s
Concord 50	1,500,000	semi-an	Nov. '81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn. & Passump. Riv100	2,244,400	semi-an	Aug. '81 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	241,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*... 50	2,402,578	semi-an	Oct. '81 1¾
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,994	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,852,000	q'arterly	Nov. '81 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	22,000,000	q'arterly	Jan. '82 1½
Den., South P. & Pac.100	3,500,000	.....	Aug. '80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug. '80 2½
" " pref.100	2,503,380	semi-an	Aug. '81 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*.. 50	1,709,550	semi-an	Jan. '82 3
East Mahony*..... 50	392,950	semi-an	Jan. '82 3
Eastern (Mass.).....100	4,997,600	semi-an	July'82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
Eel River.....100	3,000,000	q'arterly	Dec. '81 1
Elmira, Jef. & Can. nd*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov. '81 1½
" " pref. 50	500,000	semi-an	July '81 3½
Erie and Pittsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov. '81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft. W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia.....100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref...100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster* 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref.....100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	39,000,000	semi-an	Mar. '82 3
Ia. Falls & Sioux City*100	4,623,500	q'arterly	Dec. '81 1½
Iowa R. Land Co....100	7,500,000	q'arterly	Nov. '81 1
Jeffersonv. Mad. & Ind100	2,000,000	q'arterly	Feb. '82 1½
Joliet and Chicago*..100	1,500,000	q'arterly	Sep. '81 1½
Kan. C., Ft. S. & Gulf pf.100	2,750,000	semi-an	Aug. '81 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref...100	5,550,000	semi-an	June'81 3
Lake Shore & Mich. So.100	49,466,500	q'arterly	Feb. '82 2
" " (guar.)100	533,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Oct. '81 2
Lehigh Valley..... 50	27,496,895	q'arterly	Jan. '82 1½
" " pref. 50	106,300	q'arterly	Jan. '82 1½
Little Miami..... 50	4,637,300	q'arterly	Dec. '81 2
Little Rock & Ft. S..100	4,096,135	.....	July '81 10s
Little Schuylkill*... 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv...100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover ...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'terly.	Oct.' 81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov. '81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '82 1½
" " 2d pref.100	6,500,000	.....	.....
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Massawippi*.....100	400,000	semi-an.	Aug. '81 3
Memphis&Charlest'n*25	5,312,725	semi-an.	Jan. '69 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Aug. '81 3
Mill Creek&Minehill* 50	323,375	semi-an.	Jan. '82 5
M. Hill& Schuyl. Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	300,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	July '81 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan. '82 6
Nashua and Lowell..100	600,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,927,000	semi-an.	June'81 3
Nash., Chat. & St Louis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	July '81 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sep. '81 3
N. Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
New London North'n*100	1,500,000	q'rterly.	Oct. '81 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem.....100	7,950,000	semi-an.	Jan. '82 4
" " pref.100	1,500,000	semi-an.	Jan. '80 4
" City Line.. —	.....	annual	Apl. '81 3
N.Y., Lake Erie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov. '81 2
Niag. Bridg & Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Nov. '81 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar. '75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Feb. '82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug. '81 4½
Panama.....100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,010	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	July '81 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov. '81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Aug. '81 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd. 50	2,400,000	semi-an.	Jan. '75 4
Phil, Ger. & Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 5½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,595,750	semi-an.	Jan. '82 4
Pittsb., Ft. W. & Chi.*100	19,714,285	q'rterly.	Oct. '81 1½
" Special Imp.100	6,770,900	q'rterly.	Oct. '81 1¾
Pittsfield&N. Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia...100	130,000	annual	Nov. '80 8
Providence & Worces.100	2,000,000	semi-an.	Jan, '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	July '81 4
Rhode Island & Mass.100	100,000	.....	Jan. '81 3
Richmond & Danv.*..100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch. & Genesee Val.*100	555,200	semi-an.	July '81 3
Rome, Watert. & Ogd..100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Aug. '81 1
St. L., Alt. & T. Haute.100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St. L. & S. Fran. 1st pref100	4,500,000	semi-an.	Feb. '82 3½
St. L., I. Mt. & South'n..100	21,459,521	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	.....	Nov. '81 10s
St. P., Minn. & Man..100	15,000,000	.....	Feb. '82 3
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov. '81 4
Shamokin V. & Pottsv 50	869,450	semi-an.	Aug. '81 3
Shore Line*.....100	1,000,000	semi-an.	July '81 4
Sioux C. & Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.*.....100	438,300	semi-an.	July '79 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*..... 50	4,010,350	semi-an.	Feb, '76 3
Syr., Bingham & N. Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,968,150	semi-an.	Aug. '81 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Jan. '82 1½
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango & S.V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Sep. '81 3
Vermont and Mass.. 100	3,050,000	semi-an.	Oct. '81 3
Wab., St. L. & Pac. pref.100	22,615,100	q'rterly.	Nov. '81 1½
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phuhl.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '81 4
Wilmingt'n & Weld'n.100	1,458,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	980,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,789,809	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt., Cat. & El. Mills..100	.....	semi-an.	Jan. '82 2
Bleecker&t. & Ful. F'y.100	900,000	semi-an.	July '81 ¾
Boston&Chelsea pref. 50	110,000	semi-an.	Apl. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av. (N.Y.)100	2,100,000	q'arterly	Oct. '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Aug. '81 3½
Bushwick (Brooklyn)100	300,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r & Tenth St100	650,000	semi-an.	Aug. '81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Phg.)..... 50	200,000	annual.	....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.).. 50	580,000	semi-an.	Jan. '82 4
D. Dock, E. B'way&Bat100	1,200,000	q'arterly	Nov. '81 1
Eighth Av. (N. Y.)....100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov, '81 6
Frankf. & South w (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	372,850	q'rterly.	Oct. '81 2
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St. (Ph) 50	150,000	q'rterly.	Jan. '82 3
Heston, Mantau & F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb. & South St's (Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov. '81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov. '81 3½
N.Y., Bay Ridge & Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange & Newark.....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City.... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila. & Grey's Ferry. 50	208,000	semi-an.	July '81 6
Pbg, Alleg. & Manches. 50	300,000	q'rterly.	Oct. '81 2
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second & Third St. (Ph) 50	771,076	q'rterly.	July '81 4½
17th & 19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov. '81 3
South Boston.....50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov. '81 5
13th and 15th sts., Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug. '81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 3
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Aug. '81 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Dec. '81 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 $2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*.. 50	859,100	annual.	Au. '81 50c.
" " pref... 50	3,200,950	annual.	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Nov. '81 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf. Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co...100	.....	semi-an.	Aug. '8 13
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2½
George's Creek C. & I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. & Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val. Land Co100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly.	Sept. '69 3
Pennsylvania Coal... 50	5,000,000	q'rterly	Nov. '81 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	.....	Aug. '81 2½
" pref....100	4,391,300	.....	Aug. '81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Aug. '81 3
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
Sioux C. & L. F. L. & L. Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,800,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	355,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov. '81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. '82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½

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P. O. Box, 2970. PRATT & LAMBERT, New York.
MANUFACTURERS OF
Varnishes, Japans and Pratt's Dryer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

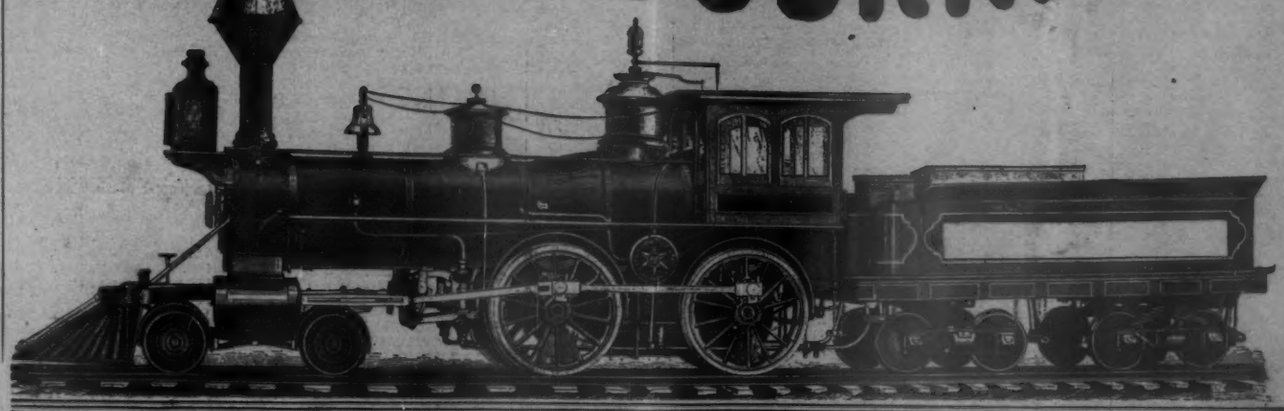
Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3
Augusta and Savan'h100	1,022,300	semi-an	June'81 3½
Aven, Genesee&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio..100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Dec. '81 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Dec. '81 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.*pf100	800,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940,000	semi-an	Jan. ''82 2
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br...100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B.&Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic..50	377,400	q'arterly	Apl '80 3s
" " pf. 50	880,650	q'arterly	Apl '80 3½s
Camden & Burl. Co..100	381,925	semi-an	July '81 3
Canada Southern.....100	15,000,000	.....	Feb. '81 2½
Cape May &Millville* 50	447,000	semi-an	June'81 3
Catawissa*.....50	1,159,600	annual	Oct.'81 3
" pref.....50	2,200,000	semi-an	Nov. '81 3½
" new pref..50	1,000,000	semi-an	Nov. '81 3½
Cayuga and Susq.*..50	389,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,550	semi-an	Jan. '82 3
" pref.... 50	411,550	semi-an	Jan. '82 3
Central Pacific 100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	380,000	q'arterly	July '81 1¾
Cheshire preferred..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Sep. '81 4
" " pref100	2,425,400	semi-an	Sep. '81 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Dec. '81 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil, & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" " pref100	12,279,483	semi-an	Oct. '81 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,358	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb. '82 1½
Chi. and West Mich..100	6,151,000	semi-an	Feb. '81 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., In.I., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1½
Cin., Sand. & Clev.pf. 50	429,087	semi-an	Nov. '81 3
Clev. and Mahoning* 50	3,789,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Dec. '81 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum.& Hocking Val100	2,500,200	semi-an	Aug. '81 20s
Concord 50	1,500,000	semi-an	Nov. '81 5
Concord and Ports.*100	350,000	semi-an	Jan. '82 3½
Conn.& Passump.Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	243,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1¾
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,994	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Nov. '81 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	22,000,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug.'80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug.'80 2½
" " pref.100	2,503,380	semi-an	Aug.'81 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*.. 50	1,709,550	semi-an	Jan. '82 3
East Mahony*..... 50	392,950	semi-an	Jan. '82 3
Eastern (Mass.).....100	4,997,600	semi-an	July'78 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
El River.....100	3,000,000	q'arterly	Dec. '81 1
Elmira,Jef.&Canand*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov.'81 1½
" " pref. 50	500,000	semi-an	July '81 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1½
Evansville & Terre H.100	100,000	semi-an	Nov. '81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia.....100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref ..100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster* 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref.....100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	39,000,000	semi-an	Mar. '82 3½
Ia. Falls & Sioux City*100	4,628,500	q'arterly	Dec. '81 1½
Iowa R. Land Co.....100	7,620,000	q'arterly	Feb. '82 1
Jeffersonv. Mad.&Ind100	2,000,000	q'arterly	Feb. '82 1¾
Joliet and Chicago*..100	1,500,000	q'arterly	Sep. '81 1¾
Kan.C., Ft.S.&Gulf.pf.100	2,750,000	semi-an	Aug. '81 4
Kentucky Central....100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	Feb. '82 2
" " (guar.)100	533,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Oct. '81 2
Lehigh Valley..... 50	27,496,895	q'arterly	Jan. '82 1½
" " pref. 50	106,300	q'arterly	Jan. '82 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Dec. '81 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 10s
Little Schuylkill*... 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv...100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct.' 81 2½
Manchester & Law...100	1 000,000	semi-an.	Nov.'81 5
Manhattan.....100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '82 1½
" " 2d pref.100	6,500,000	.....	.....
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Memphis&Charlest'n*25	5,312,725	semi-an.	Jan. '69 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Aug. '81 3
Mill Creek& Minehill* 50	323,375	semi-an.	Jan. '82 5
M. Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	July '81 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,306,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&StLouis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	July '81 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sep. '81 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
New London North'n*100	1,500,000	q'rterly.	Oct. '81 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem....100	7,950,000	semi-an.	Jan. '82 4
" pref.100	1,500,000	semi-an.	Jan. '82 4
" City Line.. —	.....	annual	Apl. '81 3
N.Y.,LakeErie&West.100	77,083,800	.....	.....
" pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov. '81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an	May '81 4
North Pennsylvania.. 50	4,527,150	q'rterly.	Nov. '81 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampshi100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-ar.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,630,000	semi-an.	Mar. '75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Feb. '82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug. '81 4½
Panama.....100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	July '81 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov. '81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Aug. '81 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '78 4
Phil.Ger. &Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb., Ft. W. & Chi.*100	19,714,285	q'rterly.	Oct. '81 1¾
" Special Imp.100	6,770,900	q'rterly.	Oct. '81 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia..100	130,000	annual	Nov.'80 8
Providence &Worces.100	2,000,000	semi-an.	Jan. '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	July '81 4
Rhode Island& Mass.100	100,000	.....	Jan. '81 3
Richmond& Danv...100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Genesee Val.*100	555,200	semi-an.	July '81 3
Rome,Watert'n& Ogd.100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Aug. '81 1
St.L., Alt. & T.Haute.100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St.L.& S.Fran.1st pref100	4,500,000	.....	Feb. '82 3½
St.L., I.Mt.&South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	.....	Nov. '81 10s
St. P., Minn. & Man..100	15,000,000	.....	Feb.'82 3
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov. '81 4
Shamokin V.&Pottsv 50	869,450	semi-an.	Aug. '81 3
Shore Line*.....100	1,000,000	semi-an.	July '81 4
Sioux C.&Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	438,300	semi-an.	July '79 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Aug. '81 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Jan. '82 1½
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango&S.V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Sep. '81 2
Vermont and Mass...100	3,050,000	semi-an.	Oct. '81 3
Wab.,St.L.& Pac.pref.100	22,615,100	q'rterly.	Nov. '81 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '81 4
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. '82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mills..100	.....	semi-an.	Jan. '82 2
Bleecker St.&Ful.F'y.100	900,000	semi-an.	July '81 ½
Boston&Chelsea pref. 50	110,000	semi-an.	Apl. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av,(N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Aug. '81 3½
Bushwick (Brooklyn)100	300,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Apl. '81 4½
Cen. Park,N.& E.Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Aug.'81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Pbg.)..... 50	200,000	annual.	.....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov.'81 4
Eighth Av. (N. Y.)...100	1,000,000	q'rterly.	Oct. '81 2
42d St. & G. St. Ferry100	748,000	semi-an.	Nov. '81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Oct. '81 2
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Jan. '82 3
Boston, Mantau&F m 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov.'81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov.'81 3½
N.Y.,Bay Ridge&Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark.....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	July '81 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	July '81 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov. '81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y...100	2,000,000	q'rterly.	Nov. '81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug. '81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Aug. '81 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Dec. '81 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 $2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred.....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual.	Aug '81 $6
" " pref.... 50	3,200,950	annual.	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Nov.'81 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co...100	.....	semi-an.	Aug.'8 13
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly.	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly	Nov.'81 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	.....	Aug.'81 2½
" pref....100	4,291,300	.....	Aug.'81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov. '81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. 82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½

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MINING.
BANKING.
FINANCE.
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MANUFACTURERS OF
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RAILROAD AND CANAL DIVIDEND STATEMENT.

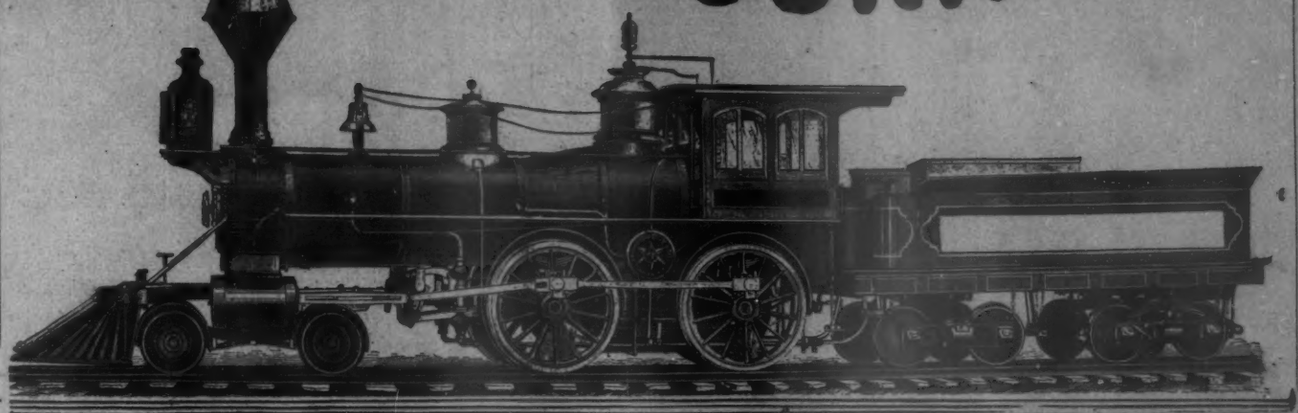
Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon,Genesco&M'M*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Dec. '81 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Dec. '81 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.*pf100	800,000	semi-an	Nov.'81 3
Boston and Lowell..500	3,940.000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov.'81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br...100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B&Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pf. 50	880,650	q'arterly	Apl '80 3½s
Camden & Burl. Co..100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May &Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct.'81$1½
" pref..... 20	2,200,000	semi-an	Nov.'81 3½
" new pref.. 50	1,000,000	semi-an	Nov.'81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.. 50	411,550	semi-an	Jan. '82 3
Central Pacific 100	59,275,500	semi-an	Feb. '82 3
Chemung*..... .100	380,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Sep. '81 4
" " pref100	2,425,400	semi-an	Sep. '81 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Dec. '81 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil, & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" " pref100	12,279,483	semi-an	Oct. '81 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb.'82 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '81 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1½
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov.'81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov.'81 3½
Clev. and Pittsburg* 50	11,344,336	q'arterly	Dec. '81 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum.& HockingVal100	2,500,200	semi-an	Aug.'81 20s
Concord 50	1,500,000	semi-an	Nov.'81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn.& Passump.Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	241,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1¾
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,994	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Nov.'81 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	22,000,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug.'80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug.'80 2½
" " pref.100	2,503,380	semi-an	Aug.'81 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*., 50	1,709,550	semi-an	Jan. '82 3
East Mahony*..... 50	392,950	semi-an	Jan. '82 3
Eastern (Mass.).....100	4,997,600	semi-an	July'73 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
Eel River.....100	3,000,000	q'arterly	Dec. '81 1
Elmira.Jef.&Canand*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov.'81 1½
" " pref. 50	500,000	semi-an	July '81 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov.'81 2
Fitchburg..... .100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia. ..... .100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref .100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster ' 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref. ...100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	69,000,000	semi-an	Mar. '82 3½
Ia.Falls & Sioux City*100	4,623,500	q'arterly	Dec. '81 1½
Iowa R. Land Co....100	7,620,000	q'arterly	Feb. '82 1
Jeffersonv. Mad.&Ind100	2,000,000	q'arterly	Feb. '82 1½
Joliet and Chicago*..100	1,500,000	q'arterly	Sep. '81 1½
Kan.C.,Ft.S.&Gulfpf.100	2,750,000	semi-an	Aug.'81 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	Feb. '82 2
" (guar.)100	533,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Oct. '81 2
Lehigh Valley..... 50	27,496,895	q'arterly	Jan. '82 1½
" pref. 50	106,300	q'arterly	Jan. '82 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Dec. '81 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 10s
Little Schuylkill*... 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv..100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct,' 81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov. '81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '82 1½
" " 2d pref.100	6,500,000	.....	.....
Marietta& Cincinnati 50	1,886,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Memphis&Charlest'n*25	5,312,725	semi-an.	Jan. '69 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Aug. '81 3
Mill Creek& Minehill* 50	323,375	semi-an.	Jan. '82 5
M.Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	July '81 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan.. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&StLouis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	July '81 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sep. '81 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
NewLondonNorth'n*100	1,500,000	q'rterly.	Oct. '81 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem....100	7,950,000	semi-an.	Jan. '82 4
" " pref.100	1,500,000	semi-an.	Jan. '82 4
" City Line.. —	.....	annual	Apl. '81 3
N.Y.,LakeErie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov,'81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Nov.'81 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar.'75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Feb.'82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug.'81 4½
Panama..... 100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	July '81 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov.'81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Aug.'81 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger.&Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb.,Ft. W. & Chi.*100	19,714,285	q'rterly.	Oct. '81 1¾
" Special Imp.100	6,770,900	q'rterly.	Oct. '81 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia..100	130,000	annual	Nov. '80 8
Providence & Worces.100	2,000,000	semi-an.	Jan, '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	July '81 4
Rhode Island& Mass.100	100,000	.....	Jan. '81 3
Richmond& Danv...100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Genesee Val.*100	555,200	semi-an.	July '81 3
Rome, Watert.& Ogd.100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Aug.'81 1
St.L.,Alt. & T.Haute.100	2,300,000	.....	.....
" " pref. 100	2,468,400	semi-an.	Feb. '81 3
St.L.& S.Fran.1st pref100	4,500,000	.....	Feb.'82 3½
St.L., I.Mt.&South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,000	.....	Nov.'81 10s
St. P., Minn. & Man..100	15,000,000	.....	Feb.'82 3
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov.'81 4
Shamokin V.&Pottsv 50	869,450	semi-an.	Aug.'81 3
Shore Line*.....100	1,000,000	semi-an.	July '81 4
Sioux C.&Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	438,300	semi-an.	July '79 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Aug.'81 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Jan. '82 1¾
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango&S.Y100	4,000,000	semi-an.	Nov.'81 3
Utica and Black Riv.100	1,772,000	semi-an.	Sep. '81 2
Vermont and Mass..100	3,050,000	semi-an.	Oct. '81 3
Wab.,St.L.& Pac.pref.100	22,615,100	q'rterly.	Nov.'81 1½

Markedthus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '81 4
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug ...100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.... '80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mills..100	....	semi-an.	Jan. '82 2
Bleecker St.&Ful.F'y.100	900,000	semi-an.	July '81 ¾
Boston&Chelsea pref. 50	110,000	semi-an.	Apl. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av.(N.Y.)100	2,100,000	q'arterly	Oct. '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Aug.'81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Apl. '81 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Aug.'81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Pbg.)..... 50	200,000	annual..	....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.).. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov.'81 4
Eighth Av. (N. Y.)....100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov.'81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Oct. '81 2
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton..100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Jan. '82 3
Heston,Mantau&F'm 50	299,381	semi-an.	Jan. '78 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov.'81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov.'81 3½
N.Y.,Bay Ridge&Jam100	150,000	..... .	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark.....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	..... .	July '79 2
Philadelphia City.... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	July '81 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1.199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	July '81 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov.'81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov.'81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug.'81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Aug. '81 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Dec. '81 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81$2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual..	Au. '81 50c.
" " pref... 50	3,200,950	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Nov.'81 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co....100	.....	semi-an.	Aug.'8 13
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	..... .	.....
" pref100	5,000,000	..... .	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly.	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly.	Nov.'81 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	..... .	Aug.'81 2½
" pref....100	4,291,300	..... .	Aug.'81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov.'81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. 82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½

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P. O. Box, 2970. PRATT & LAMBERT, New York.
MANUFACTURERS OF
Varnishes, Japans, and Pratt's Dryer.
TRADE P.L. MARK.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon, Genesee&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Dec. '81 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Dec. '81 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.*pf100	800,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940,000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br...100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B&Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pf. 50	880,650	q'arterly	Apl '80 6½s
Camden & Burl. Co...100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May &Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct.'81 1½
" pref..... 20	2,200,000	semi-an	Nov. '81 3½
" new pref.. 50	1,000,000	semi-an	Nov. '81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.. 50	411,550	semi-an	Jan. '82 3
Central Pacific 100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	280,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Mar. '82 4
" " pref100	2,425,400	semi-an	Mar. '82 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Dec. '81 2
Chi., Iowa & Nebras*.100	2,916,300	semi-an	Jan. '82 4
Chi., Mil, & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" " pref100	12,279,483	semi-an	Oct. '81 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb. '82 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '81 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1¾
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov. '81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Dec. '81 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum.& HockingVal100	2,500,200	semi-an	Aug. '81 20s
Concord..... 50	1,500,000	semi-an	Nov. '81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn.& Passump.Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	241,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1¾
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,940	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Nov. '81 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	29,160,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug. '80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug. '80 2½
" " pref.100	2,503,380	semi-an	Feb. '82 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*., 50	1,709,550	semi-an	Jan. '82 3
East Mahony*..... 50	392,950	semi-an	Jan. '82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
Eel River.....100	3,000,000	q'arterly	Dec. '81 1
Elmira, Jef.&Canand*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov. '81 1½
" " pref. 50	500,000	semi-an	July '81 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov. '81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia. 100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref .100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster ' 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref. ...100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	39,000,000	semi-an	Mar. '82 3½
Ia.Falls & Sioux City*100	4,623,500	q'arterly	Dec. '81 1½
Iowa R. Land Co....100	7,620,000	q'arterly	Feb. '82 1
Jefferson v. Mad. &Ind100	2,000,000	q'arterly	Feb. '82 1½
Joliet and Chicago*..100	1,500,000	q'arterly	Sep. '81 1¾
Kan.C.,Ft.S.&Gulf...100	4,000,000	.....	Feb. '82 2
" " pref..100	2,750,000	semi-an	Feb, '82 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	Feb. '82 2
" (guar.)100	533,500	semi-an	Feb. '82 5
Lawrence*..... 80	450,000	q'arterly	Oct. '81 2
Lehigh Valley..... 50	27,486,895	q'arterly	Jan. '82 1½
" pref. 50	106,300	q'arterly	Jan. '82 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Dec. '81 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 10s
Little Schuylkill*... 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv..100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct,' 81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov. '81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '82 1½
" " 2d pref.100	6,500,000	.....	.....
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	3,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Marq.Hout.&Ont.pf..100	2,259,026	.....	Feb. '82 4
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	[illegible]
Mill Creek&Minehill* 50	323,375	semi-an.	Jan. '82 5
M.Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	July '81 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan.. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&StLouis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	July '81 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sep. '81 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
NewLondonNorth'n*100	1,500,000	q'rterly.	Oct. '81 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem....100	7,950,000	semi-an.	Jan. '82 4
" " pref.100	1,500,000	semi-an.	Jan. '82 4
" City Line.. —	.....	annual	Apl. '81 3
N.Y.,LakeErie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov.'81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Nov.'81 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar.'75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Feb.'82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug. '81 4½
Panama.....100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	July '81 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov.'81 4
Pennsylvania Co.... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Aug.'81 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger. &Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb., Ft. W. & Chi.*100	19,714,285	q'rterly.	Oct. '81 1¾
" Special Imp.100	6,770,500	q'rterly.	Oct. '81 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia...100	130,000	annual	Nov. '80 8
Providence &Worces.100	2,000,000	semi-an.	Jan. '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	July '81 4
Rhode Island& Mass.100	100,000	.....	Jan. '81 3
Richmond& Danv...100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Genesee Val.*100	555,200	semi-an.	July '81 3
Rome, Watert. & Ogd..100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Feb. '82 1
St.L.,Alt. & T.Haute.100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St.L.& S.Fran.1st pref100	4,500,000	.....	Feb.'82 3½
St.L.,I.Mt.&South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,096	.....	Nov.'81 10s
St. P., Minn. & Man..100	15,000,000	.....	Feb.'82 3
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov.'81 4
Shamokin V.&Pottsv 50	869,450	semi-an.	Aug.'81 3
Shore Line*.....100	1,000,000	semi-an.	July '81 4
Sioux C.&Pacific pref100	150,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	488,800	semi-an.	July '79 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr., Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,160	semi-an.	Aug.'81 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Jan. '82 1½
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango&S.V100	4,000,000	semi-an.	Nov.'81 3
Utica and Black Riv.100	1,772,000	semi-an.	Sep. '81 2
Vermont and Mass..100	3,050,000	semi-an.	Oct. '81 3
Wab.,St.L.& Pac.pref.100	22,615,100	q'rterly.	Nov.'81 1½

Markedthus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '81 4
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mills..100	.....	semi-an.	Jan. '82 2
Bleecker St.&Ful.F'y.100	900,000	semi-an.	July '81 ¾
Boston&Chelsea pref. 50	110,000	semi-an.	Apl. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av,(N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Aug.'81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Apl. '81 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Aug.'81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Pbg.)..... 50	200,000	annual..	....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov.'81 4
Eighth Av. (N. Y.)....100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov.'81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Oct. '81 2
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Jan. '82 3
Heston, Mantau&F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov.'81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov.'81 3½
N.Y., Bay Ridge&Jam100	150,000	..... .	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	..... .	July '79 2
Philadelphia City... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	July '81 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	July '81 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov.'81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov.'81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug.'81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Aug. '81 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Dec. '81 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 $2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual..	Au. '81 50c.
" " pref... 50	3,200,950	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Nov.'81 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co...100	.....	semi-an.	Feb. '82 2½
Consolidation Coal..100	10,280,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	..... .	.....
" pref100	5,000,000	..... .	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly	Nov.'81 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	..... .	Aug.'81 2½
" pref....100	4,291,300	..... .	Aug.'81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov.'81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. 82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½

RAILROAD EARNINGS—MONTHLY.

	January	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total
Burl., Cedar Rap. & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153 375	143,432	160,160	179,804	204,991	189,330	193,419	2,053,103
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,113	231,901	221,748	203,880	243,812	.....
Central Pacific:													
1879	1,069,106	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,909,022	1,469,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,366,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,199,466	1,905,221	20,508,112
1881	1,502,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	2,059,000	2,059,000	2,293,000	2,514,000	2,267,000	2,110,000	24,061,790
Chesapeake and Ohio:													
1879	88,667	102,077	132,172	162,611	178,824	148,457	173,383	215 695	224,092	183 326	148,074	179,161	1,936,539
1880	202,335	198,681	242,762	231,559	199,443	214 352	238,236	259,110	247,303	211,820	240,796	218,009	2,674,306
1881	162,540	184,389	228,479	227,343	252,235	241 135	225,096	262,858	247,144	237,303	285,585	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497 013	626,473	542,961	616,126	617 524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511 415	548,675	528,860	615 935	671,466	771,466	768,897	750.359	680,133	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,693	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326.957	1,716,409	1,896,073	1,568,476	1,325,895	16,098,379
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,695,686	1,767,900	2,020,200	2,105.217	1,855,622	1,477,902	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	1 960,300	1,836,200	.....
Chicago, Burl. & Quincy:													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566.661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 990
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,561,000	1,678,000	1,645,000	1,590,000	1,569.000	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	345,047	342,894	.....	.....
1881	128,555	101,965	166,899	253,677	309,794	404,241	364,680	367,397	355,182	605,708	380,733	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155.697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	209,014	198,254	.....
1881	171,466	160,981	185,004	175,484	188,794	186,256	178,861	229,858	219,977	212,606	194.805	192,623	.....
Denver and Rio Grande:													
1880	124,759	126,992	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,569	349,196	3,478,007
1881	307,476	317,681	398,493	433,212	514,767	564.230	548,281	606,193	620,643	665 686	566,819	643,417	6,206,812
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233.448	242,214	207,147	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	313.433	201,782	.....	.....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247.807	188,120	196,329	227,679	289,360	409,368	478,099	432,475	443,165	3,740,998
1881	359,706	439,475	335,209	267,082	226,399	227,328	237,666	305,462	381,517	380,588	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,834	880,211	783,120	673,182	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	830,325	748,235	709,154	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	154,173	104,619	1,923,079
1881	90,283	83,261	102,359	103,555	02,630	96,566	83,764	117,956	195,307	181,674	160,826	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,493,461
1881	816,950	805,124	947,959	850,962	828,725	1,227,885	817,135	884,400	965,300	1,009,100	1,073,065	1,122,285	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,631	140,593	184,246	264,714	251,368	287.373	2,373,623
1881	218,243	211,353	226,358	164,027	145,416	132,692	131,009	159,348	209,044	252,921	252,434	263,025	2,406,437
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,539	144,155	151,594	169,326	167,473	178,266	182 087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	182,059	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,055	219,885	230,709	315,491	210,856	196,108	2,396,302
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,521	267,515	280,494	259.574	242,412	237,729	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,944	16,509,127
1880	1,296,381	1,262,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,766,417	1 899,910	1,799,338	1,726,788	19,491,361
1881	1,443 437	1,425,765	1,847,261	1,709,057	1,776,691	1,794,982	1,787,081	1,772,895	1,734,200	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	329,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	498,008	429,565	449,664	487,160	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	261,269	241,277	293,540	330,300	358,456	300,822	220,993	1,255,15[illegible]
1881	109,805	79,976	142,836	214,755	299,880	368,276	404,180	411,624	490,096	565,485	498,903	434,331	.....
Philadelphia and Erie:													
1880	294,307	245,372	327,678	334,947	311,470	331,02[illegible]	308,699	347,532	372,737	367,082	334,966	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	291,589	303,849	276,523	292,392	284,078	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,568	1,325,780	13,621,250
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,581	284,081	226,063	2,696,371
1881	212,435	178,234	262,050	265,298	283,392	260,254	252,333	286,373	279,064	308,569	284 320	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	291,863	188,773	184,503	2,145 741
1881	169,458	170,418	204,009	194,776	163,285	165,896	158,674	179,495	187,299	179,921	162,544	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	349,053	363,484	442,655	565 869	671,819	688,365	632,052	656,961	6,235,597
1881	570,967	560,791	692,023	535,042	450,300	468,400	517,340	622,529	690.400	719,239	687,280	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,599	243,407	272,089	252,579	274,188	345,057	300,676	297,641	3,160,231
1881	254,187	189,482	320,968	425,685	382,642	405,322	387,488	414,954	485,736	606,708	508,530	528,262	4,878,960
Texas and Pacific:													
1880	245,785	219,165	215,070	174,177	141,083	153,066	195,711	226,073	266,570	303,666	312,184	301,868	2,754,408
1881	273,635	250,339	212,420	280,347	267,443	264,204	320,466	354,082	537,117	578,668	357,724	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,529	1,934,215	1,913,035	2,270,179	2,707,660	2,251,148	1,869 335	.....
1881	1,416,340	1,403,240	1,687,420	2,033,146	2,399,467	2,690,969	2,528,896	2,638,659	2.844,357	3 989,550	2,773,608	2,267,004	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,169,478	1.178,950	1,504,203	1,131,787	1,050,816	12,426,119
1881	811.617	818,522	1,119,59[illegible]	1 093,482	1,144,660	1,308,993	1.131,761	1,542.839	1 490 027	1 396,300	1,390,555	.....	.....

"Switched Off."

RAILROAD EARNINGS—MONTHLY.

	January	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total
Burl., Cedar Rap. & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153 375	143,432	160,160	179,804	204,991	189,330	193,419	2,053,103
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,113	231,801	221,748	203,880	242,812	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200.614	1,070,487	1,373.438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2 199,466	1,905,221	20,508,112
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	2,059,000	2,293,000	2,514,000	2,267,000	2,110,000	24,061,790	
Chesapeake and Ohio:													
1879	88,667	102,077	132,172	162,611	178,824	148,457	173,383	215 695	224,092	183 326	148,074	179,161	1,936,539
1880	202,335	198,681	242,762	231,559	199,443	214 352	238,236	259,110	247,303	211,820	240,795	218,009	2,674,308
1881	162,540	184,389	228,479	227,343	252,235	241 135	225 096	262,858	247,144	237,303	285,585	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497 013	626 473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,733	7,687,226
1881	487,890	461,641	511 415	548,675	528,860	616 935	671,466	771,466	768,897	750.359	680,133	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326.957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,695,686	1,767,900	2,020,200	2,105.217	1,855,622	1,477,902	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	1 960,200	1,836,200	.....
Chicago, Burl. & Quincy:													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709.932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566.661	1,610,168	1,579,465	1,599,534	1,510,846	1,396,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,496,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,561,000	1,678,000	1,645,000	1,590,000	1,569.000	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	345,047	342,894	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	380,733	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155.697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	209,014	198,254	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,851	229,858	219,977	212,606	194.805	192,623	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,518	408,563	349,196	3,478,007
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,281	606,193	620,643	665 686	566,819	643,417	6,206,812
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233.448	242,214	207,147	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	313.433	201,782	.....	.....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247,807	188,120	195,339	227,679	289,380	409,368	478,099	432,475	443,165	3,740,998
1881	359,706	437,475	325,209	267,082	226,399	227,323	237,666	305,462	381,517	390,588	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	661,736	724,095	732,755	806,836	680,211	783,120	673,182	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	830,325	748,235	709,154	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	154,173	104,619	1,223,079
1881	90,283	83,261	103,359	103,555	92,630	96,586	83,764	117,956	195,307	181,674	160,826	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,493,451
1881	516,960	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	1,009,100	1,073,065	1,122,285	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,631	146,593	184,246	264,714	251,368	287.373	2,373,623
1881	218,243	211,353	226,358	162,027	145,416	132,693	131,009	159,348	209,044	252,921	252,434	262,025	2,406,437
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178 266	182 087	175,996	2,049,449
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	152,059	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	230,709	215,491	210,856	198,108	2,396,302
1881	189,749	173,614	212,019	212,869	215,371	231,518	246,621	267,515	250,494	259.574	242,412	237,729	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,127
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1 899,910	1,799,338	1,726,788	19,491,361
1881	1,443 437	1,425,765	1,847,261	1,709,057	1,776,691	1,794,982	1,787,081	1,772,995	1,734,200	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	399,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	498,008	429,565	449,664	487,160	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	261,269	241,277	223,500	330,300	358,456	300,822	220,993	1,255,15[illegible]
1881	109,805	79,976	142,835	214,755	299,880	368,276	404,180	411,624	490,096	565,485	498,903	434,331	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,084	308,699	347,532	322,737	367,088	324,966	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	291,669	303,849	276,522	292,392	284,078	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,581	284,081	226,063	2,698,371
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	286,373	279,064	308,569	284 320	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,149 741
1881	169,458	170,418	204,009	194,776	163,285	165,896	158,674	179,495	187,299	179,921	162,544	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490.195	451,560	408,241	349.053	363,484	442,655	565 869	671,219	688,365	632,052	656,951	6,235,597
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690.400	719,239	687,280	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	261,599	243,407	272,089	282,579	274,188	345,057	300,675	297,641	3,160,231
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	414,954	485,736	605,708	508,530	528,262	4,878,960
Texas and Pacific:													
1880	245,785	219,165	215,070	174,177	141,083	153,066	195,711	226,073	266,570	303,666	312,184	301,868	2,754,408
1881	273,635	250,339	312,420	280,347	267,443	264,204	320,466	354,082	537,117	578,668	357,724	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,529	1,934,215	1,913,035	2,270,179	2,707,860	2,251,148	1,869,335	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,399,467	2,590,969	2,528,896	2,638,659	2.844,357	3 289,550	2,773,608	2,267,004	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759,451	978,629	892,024	948,773	953,468	1,066,742	1,189,478	1.178,950	1,501,203	1,131,787	1,050,816	12,426,112
1881	811.617	818,922	1,119,591	1 093,482	1,144,660	1,308,993	1,131,751	1,542,838	1 490 027	1 396,300	1,399,555	.....	.....


CHURCH.
20 MINUTES FOR REFRESHMENTS

RAILROAD EARNINGS—MONTHLY.

	January	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total
Burl., Cedar Rap. & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,419	2,053,103
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,113	231,801	221,748	203,880	242,812	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200.614	1,070,487	1,373.438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,199,466	1,905,221	20,508,112
1881	1,603,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	2,514,000	2,267,000	2,110,000	24,061,790
Chesapeake and Ohio:													
1879	88,667	102,077	132,172	162,611	178,884	148,457	173,383	215,695	224,092	183 326	148,074	179,161	1,936,539
1880	202,335	198,681	222,762	231,559	199,443	214 352	238,236	269,110	247,303	211,820	240,795	218,009	2,674,308
1881	162,540	184,389	228,479	227,343	252,235	241 735	225,096	262,858	247,144	237,303	285,585	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,470	335,394	421,937	447,764	536,843	583,932	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	765,199	696,776	543,723	7,687,226
1881	487,890	461,641	511 415	548,675	528,860	616,935	671,466	771,466	768,897	750.359	680,133	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1 128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	2,020,300	2,105.317	1,855,622	1,477,902	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	1,960,300	1,836,200	.....
Chicago, Burl. & Quincy:													
1879	1,105,096	993,377	1,071,738	1,018,755	1,171,309	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,998	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,473,037	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,638,000	1,731,000	1,569,000	1,678,000	1,645,000	1,690,000	1,569.000	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	345,047	342,894	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	380,733	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	209,014	198,254	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	178,861	229,858	219,977	212,606	194.805	192,623	.....
Denver and Rio Grande:													
1880	124,759	126,932	160,883	164,882	193,935	295,455	373,132	400,133	406,583	473,518	408,563	349,196	3,478,007
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,281	606,193	620,643	665 685	566,819	643,417	6,206,812
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233.448	242,214	207,147	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	198,110	215,308	202,567	313,433	201,782	.....	.....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247,807	188,120	196,329	227,679	289,360	409,368	478,099	432,475	443,165	3,740,998
1881	389,706	439,475	388,209	267,082	226,399	227,323	237,666	305,462	381,517	380,588	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,182	8,304,812
1881	600,472	492,861	536,395	632,063	636,870	761,354	717.094	832,386	813 610	830,325	748,235	709,154	.....
Indiana, Bloomington and Western:													
1880	80,498	69,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	154,173	104,619	1,223,079
1881	90,283	83,261	102,359	103,555	92,630	96,586	83,764	117,956	195,307	181,674	160,626	.....	.....
Louisville and Nashville:													
1880	674,485	575,035	612,593	563,883	655,014	976,229	772,537	827,089	931,910	1,000,326	963,086	949,184	9,493,451
1881	816,960	605,124	947,959	850,862	828,725	1,227,885	817,135	894,400	965,300	1,009,100	1,073,065	1,122,285	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,631	140,593	184,246	264,714	251,368	287.373	2,373,823
1881	218,943	211,353	226,358	164,027	145,416	132,692	131,009	159,348	209,044	252,921	252,434	262,025	2,406,437
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,939	144,155	151,594	169,326	167,473	178,266	182 087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	152,059	.....	.....
New York and New England:													
1880	164,239	149,907	183,946	179,689	183,701	219,891	205,056	249,885	230,709	215,491	210,856	198,109	2,396,302
1881	189,749	173,614	212,019	212,869	215,371	231,518	246,521	267,515	250,494	259,534	242,412	237,729	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,007,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,344	16,509,127
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1 899,910	1,799,338	1,726,788	19,491,361
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,691	1,794,982	1,787,081	1,772,995	1,734,200	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	399,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	466,588	487,297	440,811	498,008	429,565	449,664	487,160	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,457	185,700	217,613	261,269	241,277	293,500	330,300	358,456	300,922	220,993	1,255,15[illegible]
1881	109,905	79,976	142,835	214,755	299,880	368,276	404,180	411,624	490,096	565,485	428,903	434,331	.....
Philadelphia and Erie:													
1880	234,307	245,372	327,678	334,947	311,470	331,03[illegible]	308,699	347,532	322,737	367,082	294,966	.....	.....
1881	224,303	225,501	285,573	293,333	343,742	350,585	291,669	303,849	276,532	292,392	284,078	.....	.....
Philadelphia and Reading:													
1879	900,462	825,154	889,559	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,879	1,328,661	1,307,142	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,503	175,864	173,148	213,955	267,319	277,817	310,581	284,081	226,063	2,696,371
1881	212.436	178,234	262,050	265,398	283,399	260,254	252,333	286,373	279,064	308,569	284 320	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,146 741
1881	169,458	170,418	204,009	194,776	163,285	165,896	158,614	179,495	187,299	179,921	162,544	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	349.053	363,484	442,655	565 869	671,319	688,365	632,052	656,951	6,235,597
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690.400	719,239	687,280	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	243,407	272,089	282,579	274,188	345,057	300,675	297,641	3,160,231
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	414,954	485,736	605,708	508,530	528,262	4,876,960
Texas and Pacific:													
1880	245,786	219,165	215,070	174,177	141,083	153,066	195,711	226,073	266,570	303,666	312,184	301,858	2,754,409
1881	273,635	250,339	312,420	280,347	267,443	264,204	320,466	354,082	537,117	578,668	357,724	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,290	2,027,269	1,998,528	1,934,215	1,913,035	2,270,179	2,707,880	2,251,148	1,869 335	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,528,826	2,638,659	2,844,357	3 289,560	2,773,608	2,267,004	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759,451	973,629	892,024	946,773	953,468	1,066,742	1,169,478	1,178,950	1,504,203	1,131,787	1,050,816	12,436,112
1881	811.617	818,922	1,119,691	1 093,482	1,144,660	1,308,993	1,131,751	1,542,938	1,490 027	1,396,300	1,399,555	.....	.....



RIVAL LINES.

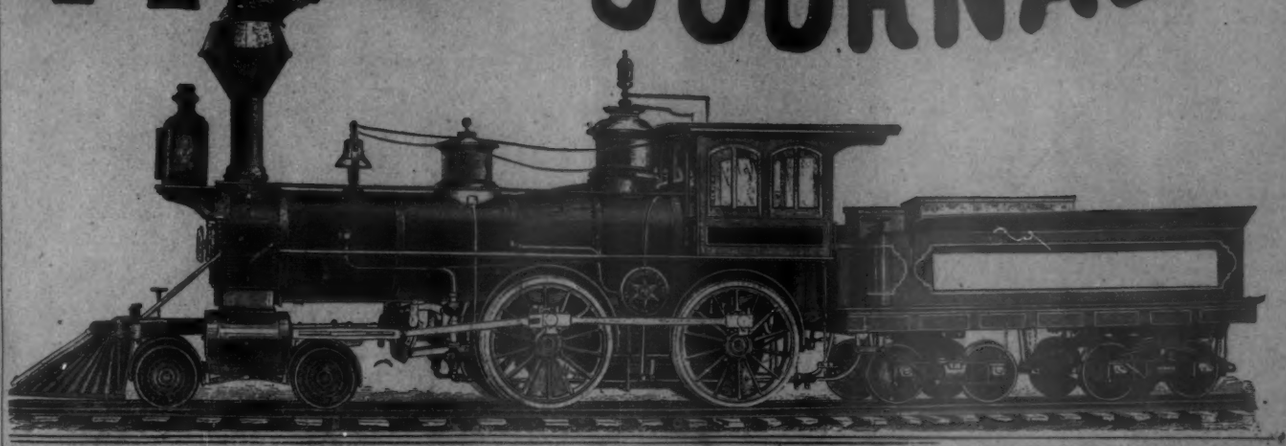
RAILROAD EARNINGS—MONTHLY.

	January	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., Cedar Rap. & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	169,330	193,068	2,053,103
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,113	231,801	221,742	203,880	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373 438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,199,466	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	2,514,000	2,267,000	.....	.....
Chesapeake and Ohio:													
1879	88,667	102,077	132,172	162,611	178,824	148,457	173,383	215,695	224,092	183 326	148,074	179,161	1,936,539
1880	202,335	198,6r1	222,762	221,559	199,443	214 352	238,236	259,110	247,303	211,820	240,795	218,009	2,674,308
1881	162,540	184,389	228,479	227,343	252,235	241 335	225,096	262,858	247,144	237,303	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,170	335,394	421,937	447,774	536,843	583,832	629,811	668,163	601,101	553,014	5,755,677
1880	534,064	497,013	626,413	542,961	616,129	617,524	706,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	525,860	616,995	671,466	771,466	768,897	750.359	680,133	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326.957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,676,508	1,666,432	1,696,686	1,767,900	2,020,200	2,105,317	1,855,622	1,490,332	19,423,684
1881	1,222,250	967,300	1,162,363	1,454,361	1,563,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	1,960,200	.....	....
Chicago, Burl. & Quincy:													
1879	1,105,098	962,377	1,071,738	1,018,755	1,171,393	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,296	738,749	909,675	871,041	1,135,000	1,037,988	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,561,000	1,618,000	1,645,000	1,590,000	1,569.000	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,996	251,013	300,833	345,047	342,894	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	380,733	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	196,220	168,199	186,995	200,332	204,135	233,478	242,637	239,881	209,014	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	229,858	219,977	212,606	194 805	.....	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,863	164,882	193,925	295,455	373,132	400,133	406,583	473,518	408,562	349,196	3,478,067
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,284	606,193	620,643	665 686	566,819	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	193,317	179,396	324,319	228,081	233.448	242,214	207,147	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	313,433	201,762	.....	....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247.807	188,120	196,329	227,679	289,350	409,366	478,099	432,475	443,165	3,740,998
1881	359,706	432,475	395,209	267,082	226,399	227,393	237,660	305,462	381,517	380,588	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	565,120	691,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,396	632,063	636,870	761,354	717.094	832,386	813 610	830,325	748,235	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	154,173	104,619	1,223,079
1881	90,283	83,261	102,359	103,555	92,630	96,586	83,764	117,956	195,307	181,674	160.826	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	555,014	976,299	772,537	827,088	931,910	1,000,326	953,086	949,184	9,493451
1881	916,980	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	1,009,100	1,073,065	1,122,285	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,631	140,593	184,246	264,714	251,368	287.373	2,373,625
1881	318,343	211,353	226,358	162,027	145,416	132,693	131,009	159,348	209,044	252,921	252,434	2,406,437	262 926
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	153,838	144,155	151,594	169,326	167,473	178 266	169 087	175,996	2,049,446
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	162,059	.....	.....
New York and New England:													
1880	164,239	149,907	183,845	179,689	183,701	219,891	205,056	219,885	230,709	215,491	210,856	198,108	2,396,302
1881	189,749	173,614	213,919	212,869	215,271	231,518	246,521	257,515	250,494	259.534	242,412	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,760	1,372,756	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,127
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,543	1,661,812	1,580,276	1,606,574	1,786,417	1 899,910	1,799,338	1,726,788	19,491,361
1881	1,443 437	1,425,766	1,847,261	1,709,057	1,776 691	1,794,989	1,787,081	1,772,985	1,734,200	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	329,789	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,367
1881	386,157	382,657	452,906	457,173	405,588	487,287	440,811	498,008	429,565	449,664	487,160	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,387	195,700	217,613	261,269	241,277	293,540	330,300	358,456	300,822	215,343	1,255,156
1881	109,805	79,976	142,836	214,755	299,880	368,276	404,180	411,624	490,096	565,485	428,903	.....	.....
Philadelphia and Erie:													
1880	294,307	245,372	327,678	334,947	311,470	331,082	308,699	347,532	322,737	367,089	.. ....	.....	.....
1881	224,303	225,501	285,573	293,333	343,742	350,585	291,669	303,849	276,532	292,392	284,078	.....	.....
Philadelphia and Reading:													
1879	900,482	695,154	899,569	999,034	1,144,051	1,179,140	1,147,767	1,306,414	1,197,162	1,469,029	1,306,668	1,325,760	13,621,239
1880	1,939.177	1,016,276	1,404,878	1,328,661	1,307,142	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,581	284,081	226,063	2,698,371
1881	212.435	178,234	262,050	265,298	283,299	260,254	252,333	286,373	279,064	308,569	284 320	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	231,863	188,773	184,503	2,146 741
1881	169,458	170,418	204,009	194,776	183,295	165,896	158,674	179,495	187,299	179,921	162,544	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,963	490,195	451,560	408,241	349,053	363,484	442,655	585 869	671,219	688,365	632,052	656,951	6,265,597
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	692,529	690.400	719,239	687,280	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,599	243,407	272,693	322,579	374,188	345,057	300,675	297,640	3,157,744
1881	364,187	159,489	390,983	425,685	382,642	405,322	287,488	414,954	485,736	605.708	508,530	.....	.....
Texas and Pacific:													
1880	245,785	219,165	215,070	174,177	141,083	153,066	195,711	226,073	266,570	303,666	312,184	301,858	2,754,408
1881	273,635	250,339	312,420	280,347	267,443	264,204	320,466	354,082	537,117	578,668	357,724	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,529	1,934,215	1,913,035	2,270,179	2,707,860	2,251,148	.....	.....
1881	1,616,340	1,403,240	1,687,420	2,032,146	2,399,467	2,590,969	2,528,826	2,638,659	2,844,357	3,289,350	2,773,608	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	348,773	953,468	1,066,742	1,189.478	1.178,950	1,501,203	1,131,787	1,050,816	12,428,112
1881	811.617	818,522	1,119,521	1 093,482	1,144,660	1,308,995	1,131,751	1,542,838	1 490 027	1 396,300	1,399,555	.....	.....



"RIVAL LINES."

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Mining.

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Machinery.

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Commerce.

Manufacturing.

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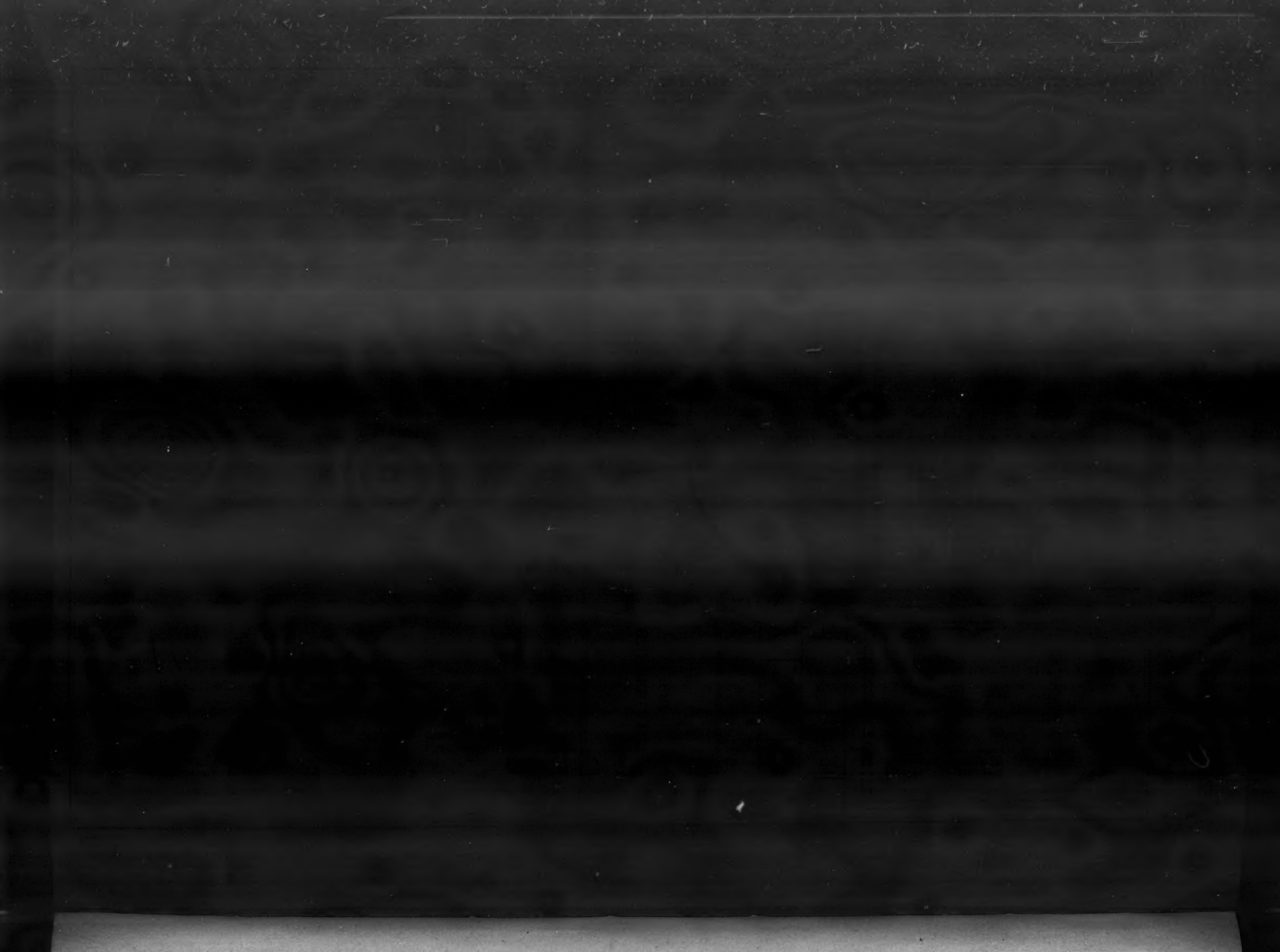
RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Mar. '82 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon, Geneseo & Mt M*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Dec. '81 2
Bos. & N.Y. Air Line pf.100	2,795,227	q'arterly	Mar. '82 1
Bos., Cl., F. & N.B. pref.100	1,750,100	.....	Oct. '81 3
Bos., Conc. & Mont. pf*100	900,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940.000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br....100	131,700	semi-an	Jan. '82 3½
Bos., Revere B & Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo, N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,480	q'arterly	Apl '80 3s
" " pref. 50	980,650	q'arterly	Apl '80 3½s
Camden & Burl. Co..100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May & Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct. '81 1½
" pref..... 20	2,200,000	semi-an	Nov. '81 3½
" new pref.. 50	1,000,000	semi-an	Nov. '81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids & Mo. R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.. 50	411,550	semi-an	Jan. '82 3
Central Pacific 100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	380,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Mar. '82 4
" " pref 100	2,425,400	semi-an	Mar. '82 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Mar. '82 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil. & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" pref 100	12,279,463	semi-an	Oct. '81 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb. '82 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '82 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1¾
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov. '81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Mar. '82 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum. & Hocking Val.100	2,500,200	semi-an	Aug. '81 20s
Concord..... 50	1,500,000	semi-an	Nov. '81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn. & Passump. Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	241,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1½
" " pref.100	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,940	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Feb. '82 1¾
Del., Lack. & Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	29,160,000	q'arterly	Jan. '82 1½
Den., South P. & Pac.100	3,500,000	.....	Aug. '80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug. '80 2½
" " pref.100	2,503,380	semi-an	Feb. '82 3½
Dubuque & Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*., 50	1,709,550	semi-an	Jan. '82 3
East Mahanoy*..... 50	392,950	semi-an	Jan. '82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
Eel River.....100	3,000,000	q'arterly	Dec. '81 1
Elmira. Jef. & Canand*100	500,000	annual	Sep. '80 5
Elmira & Williamsp't* 50	500,000	semi-an	Nov. '81 1½
" " pref. 50	500,000	semi-an	Jan. '82 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov. '81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft. W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia. 100	4,900,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref .100	5,083,024	semi-an	Feb. '82 3½
Harrisbg & Lancaster 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref. ...100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	39,000,000	semi-an	Mar. '82 3½
Ia. Falls & Sioux City*100	4,623,500	q'arterly	Dec. '81 1½
Iowa R. Land Co....100	7,620,000	q'arterly	Feb. '82 1
Jeffersonv. Mad. & Ind100	2,000,000	q'arterly	Feb. '82 1½
Joliet and Chicago*..100	1,500,000	q'arterly	Sep. '81 1¾
Kan. C., Ft. S. & Gulf...100	4,000,000	.....	Feb. '82 2
" " pref...100	2,750,000	semi-an	Feb. '82 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore & Mich. So.100	49,466,500	q'arterly	Feb. '82 2
" (guar.)100	833,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Oct. '81 2
Lehigh Valley..... 50	27,496,895	q'arterly	Jan. '82 1½
" pref. 50	106,300	q'arterly	Jan. '82 1½

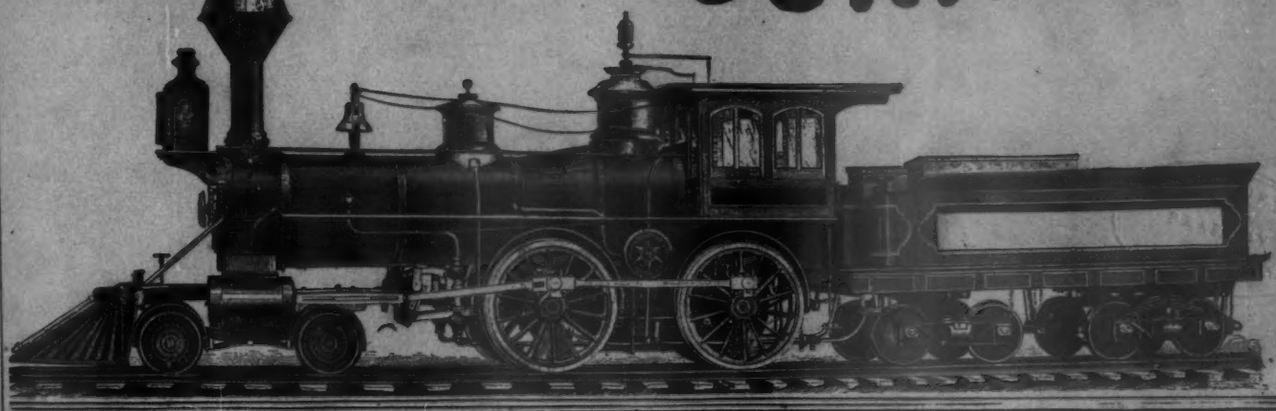
Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Dec. '81 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 10s
Little Schuylkill*.. 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv..100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	800,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct,' 81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov. '81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Jan. '82 1½
" " 2d pref.100	6,500,000	.....	.....
Marietta & Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	3,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Marq. Hout. & Ont. pf..100	2,259,026	.....	Feb. '82 4
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Michigan Central...100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	[illegible]
Mill Creek & Minehill* 50	323,375	semi-an.	Jan. '82 5
M. Hill & Schuyl. Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile & Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	16,000,000	semi-an.	Jan. '82 3½
Mt Carbon & Pt Carbon 50	282,350	semi-an.	Jan.. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash., Chat. & St Louis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	Jan. '82 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sep. '81 3
N. Castle & Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
New London North'n*100	1,500,000	q'rterly.	Jan. '82 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem....100	7,950,000	semi-an.	Jan. '82 4
" " pref.100	1,500,000	semi-an.	Jan. '82 4
" City Line.. —	.....	annual	Apl. '81 3
N.Y., Lake Erie & West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov. '81 2
Niag. Bridg & Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Feb. '82 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich & Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar. '75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way & Nav.100	6,000,000	q'rterly.	Feb. '82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug. '81 4½
Panama.....100	1,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember. & Hightst'n*. 50	342,150	semi-an.	Jan. '82 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov. '81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Feb. '82 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '76 4
Phil, Ger. & Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb., Ft. W. & Chi.*100	19,714,285	q'rterly.	Jan. '82 1¾
" Special Imp.100	6,770,900	q'rterly.	Jan. '82 1¾
Pittsfield & N. Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia..100	130,000	annual	Nov. '80 8
Providence & Worces.100	2,000,000	semi-an.	Jan. '82 3
Rensselaer & Saratog.*100	7,000,000	semi-an.	Jan. '82 4
Rhode Island & Mass.100	100,000	.....	Jan. '81 3
Richmond & Danv...100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch. & Genesee Val.*100	555,200	semi-an.	Jan. '82 3
Rome, Watert. & Ogd..100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Feb. '82 1
" " pref.100	2,300,000	.....	.....
St. L. & S. Fran. 1st pref100	2,468,400	semi-an.	Feb. '81 3
St. L., Alt. & T. Haute.100	4,500,000	.....	Feb. '82 3½
" " pref.100	2,300,000	semi-an.	Feb. '82 3½
St. L. & S. Fran. 1st pref100	2,468,400	semi-an.	Feb. '81 3
St. L., I. Mt. & South'n.100	4,500,000	.....	Feb. '82 3½
St. P. & Duluth pref.100	21,459,821	semi-an.	Feb. '74 3
St. P., Minn. & Man..100	4,705,006	.....	Nov. '81 10s
Schuylkill Valley*... 50	15,000,000	semi-an.	Feb. '82 3½
Seaboard & Roanoke.100	576,050	semi-an.	Jan. '82 2½
Shamokin V. & Pottsv 50	1,299,600	semi-an.	Nov. '81 4
Shore Line*.....?...100	869,450	semi-an.	Feb. '82 3
Sioux C. & Pacific pref100	1,000,000	semi-an.	Jan. '82 4
South Br. (N. J.*....100	169,000	semi-an.	Oct. '81 3½
South Western (Ga.)*100	438,300	semi-an.	Jan. '82 3
Stockbridge & Pitts.*.100	3,892,300	semi-an.	Dec. '81 3½
Summit Branch*..... 50	448,700	semi-an.	Oct. '81 1½
Syr., Bingham & N.Y.*100	4,010,350	semi-an.	Feb. '76 3
Terre Haute & Ind...100	2,500,000	semi-an.	Feb. '81 2
Troy and Boston....100	1,988,150	semi-an.	Feb. '82 4
Union Pacific.....100	1,609,000	semi-an,	Feb. '80 2
United Cos of N. J.*.100	61,000,000	q'rterly.	Jan. '82 1¾
Utica, Shenango & S.V100	20,490,000	q'rterly.	Jan. '82 2½
Utica and Black Riv.100	4,000,000	semi-an.	Nov. '81 3
Vermont and Mass..100	1,772,000	semi-an.	Mar. '82 2
Wab. St. L. & Pac. pref.100	3,050,000	semi-an.	Oct. '81 3
	29,615,100	q'rterly.	Nov. '81 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Oct. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest & Phil. pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '82 4
Wilmingt'n & Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester & Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester & Strasb.*100	74,700	semi-an.	Jan. '82 3
Worcester & Nashua. 75	1,789,860	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	..... '80 5½
Baltimore City.....100	1,000,000	semi-an.	Jan. '82 4
Balt., Cat. & El. Mills..100	.....	semi-an.	Jan. '82 2
Bleecker St. & Ful. F'y.100	900,000	semi-an.	July '81 3½
Boston & Chelsea pref. 50	110,000	semi-an.	Oct. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way & 7th Av, (N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn & Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Aug. '81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Oct. '81 4½
Cen. Park, N. & E. Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r & Tenth St100	650,000	semi-an.	Aug. '81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Pbg.)..... 50	200,000	annual..	....'80 14½
Coney Island & Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D. Dock, E. B'way & Bat100	1,200,000	q'arterly	Nov. '81 4
Eighth Av. (N. Y.)...100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov. '81 6
Frankf. & Southw (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Oct. '81 2
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton..100	170,000	semi-an.	July '81 2½
Green & Coates St. (Ph) 50	150,000	q'rterly.	Jan. '82 3
Heston, Mantau & F'm 50	299,381	semi-an.	Jan. '76 4
Highland.....100	600,000	semi-an.	Jan. '82 4
Lomb. & South Sts (Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov. '81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov. '81 3½
N.Y., Bay Ridge & Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange & Newark....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City.... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila. & Grey's Ferry. 50	308,000	semi-an.	July '81 6
Pbg, Alleg. & Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second & Third St. (Ph) 50	771,076	q'rterly.	July '81 4½
17th & 19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov. '81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov. '81 5
13th and 15th sts., Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug. '81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dels 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Feb. '82 $2
Delaws. and Hudson100	20,000,000	q'rterly.	Dec. '81 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav.... 50	1,004,500	semi-an.	July '81 $2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual..	Au. '81 50c.
" " pref... 50	3,200,950	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Mar. '82 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf. Co.100	3,000,000	semi-an.	June'81 5
Calumet & Hecla Min'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co...100	.....	semi-an.	Feb. '82 2½
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C. & I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. & Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val. Land Co100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly,	Sept. '69 3
Pennsylvania Coal... 50	5,000,000	q'rterly	Nov. '81 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com.....100	5,708,700	.....	Aug. '81 2½
" pref.....100	4,291,300	.....	Aug. '81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
Sioux C. & I. F. L. & L. Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co... 50	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov. '81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. '82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½





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P. O. Box, 2970. PRATT & LAMBERT, New York.
MANUFACTURERS OF
Varnishes, Japans, and Pratt's Dryer.
TRADE P. L. MARK.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Mar.'82 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon,Geneseo&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Mar. '82 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Mar. '82 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.pf*100	800,000	semi-an	Nov.'81 3
Boston and Lowell..500	3,940.000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov.'81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br....100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B &Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pref. 50	880,650	q'arterly	Apl '80 3½s
Camden & Burl. Co...100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May &Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct.'81$1½
" pref..... 20	2,200,000	semi-an	Nov.'81 3½
" new pref.. 50	1,000,000	semi-an	Nov.'81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.. . 50	411,550	semi-an	Jan. '82 3
Central Pacific 100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	380,000	q'arterly	July '81 1½
Cheshire preferred..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Mar. '82 4
" " pref 100	2,425,400	semi-an	Mar. '82 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Mar. '82 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil. & St. Paul.100	21,404,261	semi-an	Oct. '81 3½
" " pref 100	12,279,483	semi-an	Oct. '81 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Dec. '81 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb.'82 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '82 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1½
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov.'81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov.'81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Mar. '82 1¾
Columbus & Xenia*.. 50	1,786,200	q'arterly	Dec. '81 2
Colum. &HockingVal.100	2,500,200	semi-an	Aug.'81 20s
Concord 50	1,500,000	semi-an	Nov.'81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn.& Passump.Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Oct. '81 2½
" 1st pref 50	241,900	semi-an	Oct. '81 4
" 2d pref. 50	243,000	semi-an	Oct. '81 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1¾
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,940	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Feb. '82 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	29,160,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug.'80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug.'80 2½
" " pref.100	2,503,380	semi-an	Feb. '82 3¾
Dubuque&Sioux C'y*100	5,000,000	semi-an	Oct. '81 3
East Pennsylvania*., 50	1,709,550	semi-an	Jan. '82 3
East Mahanoy*..... 50	392,950	semi-an	Jan. '82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2¼
Eel River.....100	3,000,000	q'arterly	Mar. '82 $1
Elmira.Jef.&Canand*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov.'81 1½
" " pref. 50	500,000	semi-an	Jan. '82 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov.'81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia. 100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref .100	5,088,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref. ...100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	39,000,000	semi-an	Mar. '82 3½
Ia.Falls &Sioux City*100	4,623,500	q'arterly	Mar. '82 1½
Iowa B. Land Co....100	7,620,000	q'arterly	Feb. '82 1
Jeffersonv. Mad.&Ind100	2,000,000	q'arterly	Feb. '82 1¾
Joliet and Chicago*..100	1,500,000	q'arterly	Dec. '81 1¾
Kan.C.,Ft.S.&Gulf...100	4,000,000	.....	Feb. '82 2
" " pref...100	2,750,000	semi-an	Feb. '82 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	Feb. '82 2
" (guar.)100	533,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Jan. '82 2
Lehigh Valley..... 50	27,496,895	q'arterly	Jan. '82 1½
" pref. 50	105,300	q'arterly	Jan. '82 1½
Little Miami..... 50	4,637,300	q'arterly	Mar. '82 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 10s
Little Schuylkill*.. . 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv..100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct,' 81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov. '81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Apl. '82 1½
" " 2d pref.100	6,500,000	.....	Apl. '82 1½
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Marq.Hout.&Ont.pf..100	2,259,026	.....	Feb. '82 4
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Feb. '82 3
Mill Creek&Minehill* 50	323,375	semi-an.	Jan. '82 5
M. Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Jan. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	Jan. '82 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan.. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester..100	1,305,800	semi-an.	Oct. '81 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&StLouis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	Jan. '82 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Sep. '81 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
NewLondonNorth'n*100	1,500,000	q'rterly.	Jan. '82 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Jan. '82 2
N. Y. and Harlem....100	7,950,000	semi-an.	Jan. '82 4
" " pref.100	1,500,000	semi-an.	Jan. '82 4
" City Line.. —	.....	annual	Apl. '81 3
N.Y.,LakeErie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov,'81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Feb. '82 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar.'76 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Feb.'82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug.'81 4½
Panama..... 100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	Jan. '82 3
Pennsylvania..... 50	77,470,200	semi-an.	Nov. '81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Feb. '82 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger.&Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb.,Ft. W. & Chi.*100	19,714,285	q'rterly.	Jan. '82 1½
" Special Imp.100	6,770,900	q'rterly.	Jan. '82 1½
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia..100	130,000	annual	Nov.'80 8
Providence & Worces.100	2,000,000	semi-an.	Jan, '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	Jan. '82 4
Rhode Island& Mass..100	100,000	.....	Jan. '81 3
Richmond& Danv....100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Genesee Val.*100	555,200	semi-an.	Jan .'82 3
Rome, Watert.& Ogd..100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Feb. '82 1
St.L.,Alt. & T.Haute..100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St.L.&S.Fran.1st pref100	4,500,000	.....	Feb. '82 3½
St.L.,I.Mt.&South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	q'rterly.	Mar. '82 1¾
St. P., Minn. & Man..100	15,000,000	semi-an.	Feb. '82 3½
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,200,600	semi-an.	Nov. '81 4
Shamokin V.&Pottsv 50	869,450	semi-an.	Feb. '82 3
Shore Line*.....100	1,000,000	semi-an.	Jan. '82 4
Sioux C.&Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	438,300	semi-an.	Jan. '82 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Feb. '82 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Jan. '82 1¾
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango&S V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Mar. '82 2
Verm.cnt and Mass..100	3,050,000	semi-an.	Oct. '81 3
Wab. St.L.& Pac.pref 100	22,615,100	q'rterly.	Nov. '81 1½
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Oct. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '82 4
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mills..100	.....	semi-an.	Jan. '82 2
BleeckerSt.&Ful.F'y.100	900,000	semi-an.	July '81 3½
Boston&Chelsea pref. 50	110,000	semi-an.	Oct. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av.(N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Dec. '81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Oct. '81 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Aug.'81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Oct. '81 2½
Citizens' (Pbg.)..... 50	200,000	annual..	....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov.'81 4
Eighth Av. (N. Y.)...100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov.'81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Oct. '81 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Oct. '81 2
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Jan. '82 3
Heston,Mantau&F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov.'81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	550,000	semi-an.	Nov.'81 3½
N.Y.,Bay Ridge&Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	July '81 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	171,076	q'rterly.	July '81 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov.'81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov.'81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug.'81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Feb. '82 $2
Delawa. and Hudson100	20,000,000	q'rterly.	Mar. '82 1¾
Delaware & Raritan*.100	5,847,400	q'rterly.	Jan. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81$2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav.,.com.*. 50	859,100	annual..	An. '81 50c.
" " pref... 50	3,200,950	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Mar.'82 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co....100	.....	semi-an.	Feb. '82 2½
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly,	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly	Feb. '82 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	.....	Aug. '81 2½
" pref....100	4,291,300	.....	Aug. '81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an,	Jan. '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co..100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov.'81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. '82 4
Western Union Tel..100	80,000,000	q'rterly.	Jan. '82 1½





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P. O. Box, 2970. PRATT & LAMBERT, New York.
MANUFACTURERS OF
Varnishes, Japans, and Pratt's Dryer.
TRADE P.L. MARK.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,282,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Mar. '82 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon,Genesco&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Mar. '82 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Mar. '82 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.pf*100	800,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940,000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,374	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br...100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B&Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pref. 50	880,650	q'arterly	Apl '80 3½s
Camden & Burl. Co..100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May &Millville* 50	447,000	semi-an	June'81 3
Catawissa*.....50	1,159,600	annual	Oct.'81 1¼
" pref.....20	2,200,000	semi-an	Nov.'81 3½
" new pref.. 50	1,000,000	semi-an	Nov.'81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.. 50	411,550	semi-an	Jan. '82 3
Central Pacific.....100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	380,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Mar. '82 4
" " pref 100	2,425,400	semi-an	Mar. '82 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Mar. '82 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil. & St. Paul.100	21,404,261	semi-an	Apl. '82 3½
" pref 100	12,279,483	semi-an	Apl. '82 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Mar.'82 1½
Chi., R. I. & Pacific..100	41,960,000	q'arterly	Feb.'82 1½
Chi. and West Mich .100	6,151,000	semi-an	Feb. '82 2½
Chi., St. P., M. & O...100	10,390,000	q'arterly	Jan. '82 1½
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Oct. '81 1½
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov.'81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov.'81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Mar. '82 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum.&HockingVal.100	2,500,200	semi-an	Aug.'81 20s
Concord..... 50	1,500,000	semi-an	Nov.'81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn.& Passump.Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Apl. '82 2½
" 1st pref 50	241,900	semi-an	Apl. '82 4
" 2d pref. 50	243,000	semi-an	Apl. '82 4
Danbury & Norwalk. 50	600,000	q'arterly	June'81 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1½
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,940	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Feb. '82 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	29,160,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug.'80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug.'80 2½
" " pref.100	2,503,380	semi-an	Feb. '82 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Apl. '82 3
East Pennsylvania*., 50	1,709,550	semi-an	Jan. '82 3
East Mahanoy*..... 50	392,950	semi-an	Jan. '82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
Eel River.....100	3,000,000	q'arterly	Mar. '82 $1
Elmira.Jef.&Canand*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov.'81 1½
" " pref. 50	500,000	semi-an	Jan. '82 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov.'81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia.....100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref .100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster 50	1,197,800	semi-an	Jan. '82 3½
Housatonic pref. ...100	1,180,000	q'arterly	Jan. '82 2
Illinois Central.....100	30,000,000	semi-an	Mar. '82 3½
Ia.Falls & Sioux City*100	4,625,500	q'arterly	Mar. '82 1½
Iowa R. Land Co....100	7,620,000	q'arterly	Feb. '82 1
Jeffersonv. Mad.&Ind100	2,000,000	q'arterly	Feb. '82 1½
Joliet and Chicago*..100	1,500,000	q'arterly	Dec. '81 1½
Kan.C.,Ft.S.&Gulf...100	4,000,000	.....	Feb. '82 2
" " pref...100	2,750,000	semi-an	Feb. '82 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	Feb. '82 2
" (guar.)100	533,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Jan. '82 2
Lehigh Valley..... 50	27,496,895	q'arterly	Apl. '82 1½
" pref. 50	106,300	q'arterly	Apl. '82 1½

Marked thus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Mar. '82 2
Little Rock & Ft. S..100	4,096,135	.....	July '81 10s
Little Schuylkill*.. . 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv..100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct.' 81 2½
Manchester & Law...100	1 000,000	semi-an.	Nov.'81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Apl. '82 1½
" " 2d pref.100	6,500,000	.....	Apl. '82 1½
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Marq.Hout.&Ont.pf..100	2,259,026	.....	Feb. '82 4
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Michigan Central....100	18,738,204	q'rterly.	Aug.'81 1
Middlesex Central...100	280,000	semi-an.	Feb.'81 3
Mill Creek&Minehill* 50	323,375	semi-an.	Jan. '82 5
M.Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific....100	28,169,800	q'rterly.	Apl. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	Jan. '82 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan.. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov.'81 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '81 1½
Nashv. & Decatur....100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&St.Louis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	Jan. '82 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Mar. '82 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81
NewLondonNorth'n*100	1,500,000	q'rterly.	Jan. '82 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Apl. '82 2
N. Y. and Harlem....100	7,950,000	q'rterly.	Apl. '82 2
" pref.100	1,500,000	q'rterly.	Apl. '82 2
" City Line.. —	.....	annual	Apl. '82 3
N.Y.,LakeErie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov,'81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Feb. '82 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar.'75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Feb.'82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug.'81 4½
Panama.....100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	Jan. '82 3
Pennsylvania..... 50	77,470,300	semi-an.	Nov.'81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Feb. '82 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger.&Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Jan. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb.,Ft. W. & Chi.*100	19,714,285	q'rterly.	Jan. '82 1¾
" Special Imp.100	6,770,900	q'rterly.	Jan. '82 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia...100	130,000	annual	Nov.'80 8
Providence &Worces.100	2,000,000	semi-an.	Jan, '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	Jan. '82 4
Rhode Island& Mass.100	100,000	.....	Jan. '81 3
Richmond& Danv...100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Genesee Val.*100	555,200	semi-an.	Jan. '82 3
Rome,Watert.& Ogd.100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Feb. '82 1
St.L.,Alt. & T.Haute.100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St.L.&S.Fran.1st pref100	4,500,000	.....	Feb.'82 3½
St.L.,I.Mt.&South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	q'rterly.	Mar.'82 1¾
St. P., Minn. & Man..100	15,000,000	semi-an.	Feb.'82 3½
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov. '81 4
Shamokin V.&Pottsv 50	869,450	semi-an.	Feb.'82 3
Shore Line*.....100	1,000,000	semi-an.	Jan. '82 4
Sioux C.&Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	438,300	semi-an.	Jan. '82 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Feb. '82 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific.....100	61,000,000	q'rterly.	Apl. '82 1¾
United Cos of N. J.*.100	20,490,000	q'rterly.	Jan. '82 2½
Utica, Shenango&S V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Mar. '82 2
Vern.cnt and Mass. .100	3,050,000	semi-an.	Oct. '81 3
Wab. St.L.& Pac pref 00	22,615,100	q'rterly.	Nov. '81 1½

Markedthus(*)are leased roads.	Stock out-standing.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Oct. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '82 4
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	anpual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mills..100	.....	semi-an.	Jan. '82 2
BleeckerSt.&Ful.F'y.100	900,000	semi-an.	July '81 ¾
Boston&Chelsea pref. 50	110,000	semi-an.	Oct. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av,(N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Dec.'81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Oct. '81 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Aug.'81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Jan. '82 2½
Citizens' (Pbg.)..... 50	200,000	annual.	.....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov.'81 4
Eighth Av. (N. Y.)...100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov.'81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Jan. '82 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Jan. '82 2
Girard College (Ph.) . 50	600,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Jan. '82 3
Heston,Mantau&F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. '82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov.'81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	650,000	semi-an.	Nov.'81 3½
N.Y.,Bay Ridge&Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City.... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	Jan. '82 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	Jan. '82 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov.'81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov.'81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug.'81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dels. 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Feb. '82 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Mar. '82 1¾
Delaware & Raritan*.100	5,847,400	q'rterly.	Mar. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 $2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual..	Au. '81 50c.
" " pref... 50	3,200,950	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Mar.'82 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co...100	.....	semi-an.	Feb. '82 2½
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly,	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly	Feb. '82 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	.....	Aug.'81 2½
" pref.....100	4,291,300	.....	Aug.'81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov.'81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. '82 4
Weste n Union Tel..100	80,000,000	q'rterly.	Apl. '82 1¼

RAILROAD EARNINGS.—MONTHLY.

	January	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total
Burl., Cedar Rap. & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,419	2,053,103
1881	167 750	124,510	148,561	184,690	165,630	205,912	174,351	209,113	231,801	221,748	203,880	242,812	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,199,466	1,905,221	20,508,112
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,856,000	2,059,000	2,293,000	2,514,000	2,267,000	2,110,000	24,061,790
Chesapeake and Ohio:													
1879	88,667	102,077	132,172	162,611	178,824	148,457	173,383	215 695	224,092	183 326	148,074	179,161	1,936,539
1880	202,335	198,681	222,762	221,559	199,443	214 352	238,236	259,110	247,303	211,820	240,795	218,009	2,674,308
1881	162,540	184,389	228,479	227,343	252,235	241 135	225,096	262,858	247,144	237,303	285,585	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511 415	548,675	598,860	616,935	671,466	771,468	768,897	750.359	680,133	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314.231	1,326 957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,695,686	1,767,900	2,020,200	2,105.217	1,855,622	1,477,902	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	1,960,200	1,836,200	....
Chicago, Burl. & Quincy:													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566.661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,561,000	1,678,000	1,645,000	1,590,000	1,569.000	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	345,047	342,894	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	380,733	. . ...	.....
Cin., Ind., St. L. and Chicago:													
1880	155.697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	209,014	198,254	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	178,861	229,858	219,977	212,606	194 805	192,623	.....
Denver and Rio Grande:													
1880	124,759	126,932	160,863	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,562	349,196	3,478,007
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,281	606,193	620,643	665 686	566,819	643,417	6,206,812
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,313	228,081	233.448	242,214	207,147	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	313.433	201,782	.....	....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247.807	188,120	195,329	227,679	289,360	409,368	478,099	432,475	443,165	3,740,998
1881	359,706	439,475	395,209	267,082	226,399	227,323	237,666	305,462	381,517	380,588	.....	.....	.....
Illinois Central:													
1880	595,219	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	680,211	783,120	673,182	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	830,325	748,235	709,154	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	154,173	104,619	1,323,079
1881	90,283	83,261	102,359	103,555	02,630	96,586	83,761	117,956	195,307	181,674	160,826	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,493,451
1881	816,960	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	1,009,100	1,073,065	1,122,285	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,631	140,593	184,246	264,714	251,368	287.373	2,373,623
1881	218,243	211,353	226,358	164,027	145,416	132,692	131,009	159,348	209,044	252,921	252,434	262,025	2,406,437
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178 266	182 087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	182,059	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	230,709	215.491	210,856	198,108	2,396,302
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,521	267,515	250,494	259.514	242,412	237,729	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,127
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1 899,910	1,799,338	1,726,788	19,491,361
1881	1,443 437	1,425,765	1,847,261	1,709,057	1,776,691	1,794,982	1,787,081	1,772,895	1,734,200	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	399,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	495,008	429,565	449,664	487,160	.....	... ...
Northern Pacific:													
1880	81,390	77,259	119,357	165,700	217,613	261,269	241,277	223,500	330,300	358,456	300,522	220,993	1,255,154
1881	109,805	79,976	145,836	214,755	299,880	368,276	404,180	411,624	490,096	565,485	428,903	434,531	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,03	308,699	347,532	372,737	367,082	324,166	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	291,669	303,849	276,522	292,392	284,078	.....	.....
Philadelphia and Reading:													
1879	900.482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,558	1,325 780	13,621,230
1880	1,239.177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,581	284,081	226,063	2,696,371
1881	212.435	178,234	262,050	265,298	283,399	260,264	252,333	286,373	279,064	308,569	284 320	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,145 741
1881	169,458	170,418	204,009	194,776	163,285	165,896	158,674	179,495	187,299	179,921	162,544	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408 241	349.053	363,484	442,655	565 869	671,219	688,365	632,052	656.951	6,235,597
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	632,529	690,400	719,239	687,280	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	261,599	213,407	272,089	252,579	274,188	345,057	300,676	297,641	3,160,231
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	414,954	485,736	605,708	508,530	528,262	4,878,960
Texas and Pacific:													
1880	245,785	219,165	215,070	174,177	141,083	153,066	195,711	226,073	266,570	303,666	312,184	301,858	2,754,408
1881	273,635	250,339	212,420	280,347	267,443	264.204	320,466	354,082	437,117	578,668	357,724	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,529	1,934,215	1,913,035	2,270,179	2,707,860	2,251,148	1,869 335	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,528,826	2,638,659	2 844,357	3 269,550	2,773,608	2,267,004	.. . ..
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,189.478	1,178,950	1,501,208	1,131,787	1,050,816	12,426,116
1881	811,617	818,922	1,119,527	1 023,482	1,144,660	1,308,995	1 131,751	1,542,838	1 490 027	1 396,300	1,395,585	.....	.....

AMERICAN Railroad Journal.

ESTABLISHED 1831.

PUBLISHED WEEKLY BY THE

American Railroad Journal Company,

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NEW YORK.

THE AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past 50 years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with value and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. It is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by "Chambers' Encyclopædia" and other standard foreign and domestic publications. We give below a few extracts from opinions of the press :—

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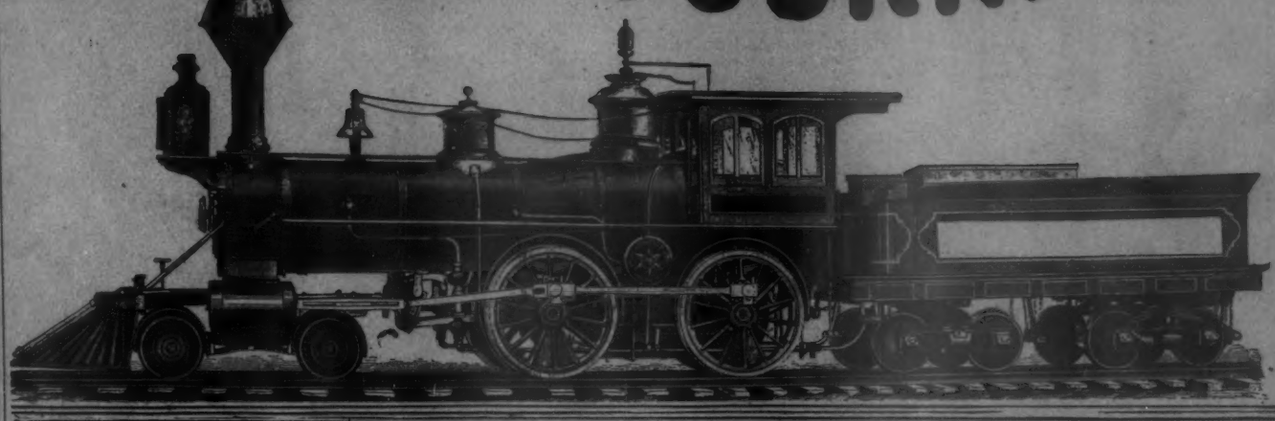
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AMERICAN RAILROAD JOURNAL.



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Mining.

Railroads.

Machinery.

Steam Navigation.

Finance.

Banking.

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TRADE P.L. MARK.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

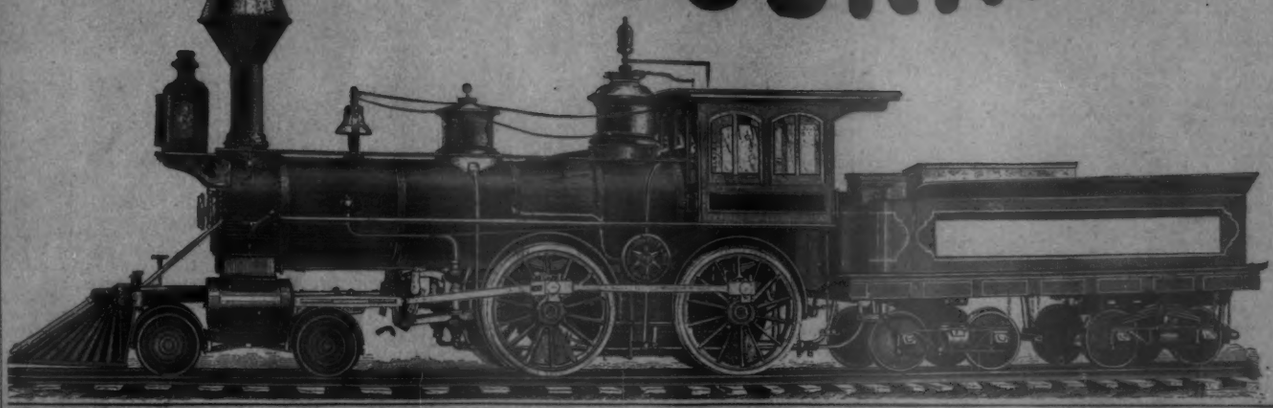
Marked thus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	54 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,232,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Mar. '82 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon,Genesee&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5
Berkshire*.....100	600,000	q'arterly	Apl. '81 1¾
Boston and Albany..100	20,000,000	q'arterly	Mar. '82 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Mar. '82 1
Bos.,Ci.,F.&N.B.pref.100	1,750,100	.....	Oct. '81 3
Bos.,Conc.&Mont.pf*100	800,000	semi-an	Nov. '81 3
Boston and Lowell..500	3,940.000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br..100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B &Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pref. 50	880,650	q'arterly	Apl '80 3½s
Camden & Burl. Co..100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May & Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct.'81 $1½
" pref..... 20	2,200,000	semi-an	Nov. '81 3½
" new pref.. 50	1,000,000	semi-an	Nov. '81 3½
Cayuga and Susq.*.. 50	689,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,563,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref... 50	411,550	semi-an	Jan. '82 3
Central Pacific 100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	386,000	q'arterly	July '81 1½
Cheshire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Mar. '82 4
" " pref 100	2,425,400	semi-an	Mar. '82 4
Chi., Burl. & Quincy.100	55,265,000	q'arterly	Mar. '82 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil. & St. Paul.100	20,404,261	semi-an	Apl. '82 3½
" pref 100	14,401,483	semi-an	Apl. '82 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Mar. '82 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	May '82 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '82 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Apl. '82 1½
Cin., Sand. & Clev.pf. 50	429,087	semi-an	Nov. '81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov. '81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Mar. '82 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum. &Hocking Val.100	2,500,200	semi-an	Aug. '81 20s
Concord 50	1,500,000	semi-an	Nov. '81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn. & Passump. Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Apl. '82 2½
" 1st pref 50	241,900	semi-an	Apl. '82 4
" 2d pref. 50	243,000	semi-an	Apl. '82 4
Danbury & Norwalk. 50	300,000	.....	Apl. '82 1½
Dayton and Mich.*.. 50	2,402,578	semi-an	Oct. '81 1½
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,940	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Feb. '82 1¾
Del., Lack.& Western 50	26,200,000	q'arterly	Jan. '82 2
Denver & Rio Grande.100	29,160,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug. '80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug. '80 2½
" " pref.100	2,503,380	semi-an	Feb. '82 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Apl. '82 3
East Pennsylvania*., 50	1,709,550	semi-an	Jan. '82 3
East Mahanoy*..... 50	392,950	semi-an	Jan. '82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
Eel River.....100	3,000,000	q'arterly	Mar. '82 $1
Elmira,Jef.&Canand*100	500,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov. '81 1½
" " pref. 50	600,000	semi-an	Jan. '82 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov. '81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia. 100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref .100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref. ...100	1,180,000	q'arterly	Apl. '82 2
Illinois Central.....100	30,000,000	semi-an	Mar. '82 3½
Ia.Falls & Sioux City*100	4,623,500	q'arterly	Mar. '82 1¾
Iowa R. Land Co....100	7,620,000	q'arterly	Feb. '82 1
Jeffersonv. Mad.&Ind100	4,000,000	q'arterly	Feb. '82 1¾
Joliet and Chicago*..100	1,500,000	q'arterly	Dec. '81 1¾
Kan.C.,Ft.S.&Gulf...100	4,000,000	.....	Feb. '82 2
" " pref...100	2,750,000	semi-an	Feb. '82 4
Kentucky Central...100	500,000	semi-an	June'81 1
" " pref..100	5,550,000	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	May '82 2
" (guar.)100	533,500	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Jan. '82 2
Lehigh Valley..... 50	27,496,895	q'arterly	Apl. '82 1½
" pref. 50	106,300	q'arterly	Apl. '82 1½

Marked thus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Little Miami..... 50	4,637,300	q'arterly	Mar. '82 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 10s
Little Schuylkill*.. . 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv..100	16,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct.' 81 2½
Manchester & Law...100	1 000,000	semi-an.	Nov. '81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Apl. '82 1½
" " 2d pref.100	6,500,000	.....	Apl. '82 1½
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Marq.Hout.&Ont.pf...100	2,259,026	.....	Feb. '82 4
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Feb. '82 3
Mill Creek&Minehill* 50	323,375	semi-an.	Jan. '82 5
M.Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Apl. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	16,000,000	semi-an.	Jan. '82 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan.. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,305,800	semi-an.	Oct. '81 1½.
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&StLouis 25	6,670,325	semi-an.	Oct. '81 3
Naugatuck.....100	2,000,000	semi-an.	Jan. '82 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Mar. '82 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
NewLondonNorth'n*100	1,500,000	q'rterly.	Jan. '82 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Apl. '82 2
N. Y. and Harlem....100	7,950,000	q'rterly.	Apl. '82 2
" " pref.100	1,500,000	q'rterly.	Apl. '82 2
" City Line.. —	.....	annual	Apl. '82 3
N.Y.,LakeErie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov.'81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Feb. '82 1¾
Northern Central.... 50	5,842,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar.'75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	Feb.'82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug.'81 4½
Panama..... 100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	Jan. '82 3
Pennsylvania..... 50	77,672,750	semi-an.	Nov.'81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Feb. '82 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger.&Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Apl. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb., Ft. W. & Chi.*100	19,714,285	q'rterly.	Jan. '82 1¾
" Special Imp.100	6,770,900	q'rterly.	Jan. '82 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia...100	130,000	annual	Nov. '80 8
Providence &Worces.100	2,000,000	semi-an.	Jan, '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	Jan. '82 4
Rhode Island& Mass.100	100,000	.....	Jan. '81 3
Richmond& Danv...100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Genesee Val.*100	555,200	semi-an.	Jan .'82 3
Rome, Watert.& Ogd..100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Feb. '82 1
St.L., Alt. & T.Haute.100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St.L.&S.Fran.1st pref100	4,500,000	.....	Feb.'82 3½
St.L., I.Mt.&South'n.100	21,459,821	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	q'rterly.	Mar.'82 1¾
St. P., Minn. & Man..100	15,000,000	semi-an.	Feb.'82 3½
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov. '81 4
Shamokin V.&Pottsv 50	863,450	semi-an.	Feb. '82 3
Shore Line*.....100	1,000,000	semi-an.	Jan. '82 4
Sioux C.&Pacific pref100	169,000	semi-an.	Oct. '81 3½
South Br. (N. J.)*....100	438,300	semi-an.	Jan. '82 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Feb. '82 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific. 100	61,000,000	q'rterly.	Apl. '82 1½
United Cos of N. J.*.100	20,490,000	q'rterly.	Apl. '82 2½
Utica, Shenango&S V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Mar. '82 2
Vern.cnt and Mass. .100	3,050,000	semi-an.	Oct. '81 3
Wab. St.L. & Pac.pref.100	22,615,100	q'rterly.	Nov.'81 1½

Markedthus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Oct. '81 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Oct. '82 4
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua 75	1,789,860	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.....'80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mills..100	.....	semi-an.	Jan. '82 2
BleeckerSt.&Ful.F'y.100	900,000	semi-an.	July '81 ¾
Boston&Chelsea pref. 50	110,000	semi-an.	Oct. '81 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av,(N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Dec.'81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Oct. '81 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rtrly.	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Aug.'81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Jan. '82 2½
Citizens' (Pbg.)..... 50	200,000	annual.	.....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov.'81 4
Eighth Av. (N. Y.)...100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov.'81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Jan. '82 6
Germantown, (Ph.).. 50	572,860	q'rterly.	Apl. '82 2½
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Jan. '82 3
Heston,Mantau&F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov.'81 4
Malden and Melrose.100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	650,000	semi-an.	Nov.'81 3½
N.Y.,Bay Ridge&Jam100	150,000	.....	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark....100	282,555	.....	.....
People's (Phila.)..... 25	124,744	.....	July '79 2
Philadelphia City... 50	475,000	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	Jan. '82 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1,199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	Jan. '82 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov.'81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov.'81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug.'81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Feb. '82 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Mar. '82 1½
Delaware & Raritan*.100	5,847,400	q'rterly.	Apl. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 $2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual..	Au. '81 50c.
" " pref... 50	3,200,950	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Mar.'82 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	Feb. '82 $5
Central Mining Co...100	.....	semi-an.	Feb. '82 2½
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	.....	.....
" pref100	5,000,000	.....	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Jan. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly.	Sept.'69 3
Pennsylvania Coal... 50	5,000,000	q'rterly.	Feb. '82 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	.....	Aug.'81 2½
" pref....100	4,291,300	.....	Aug.'81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	255,000	semi-an.	Oct. '81 5
United States Ex....100	7,000,000	q'rterly.	Nov.'81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. 82 4
Weste n Union Tel..100	80,000,000	q'rterly.	Apl. '82 1½



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TRADE P.L. MARK.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*)are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3½
Atch., Top. and S. Fe100	94 000,000	q'arterly	Feb. '82 1½
Atlanta and W. Point100	1,282,200	semi-an	July '81 4
Atlantic and St. Law*100	5,840,000	semi-an	Mar. '82 3
Augusta and Savan'h100	1,022,900	semi-an	June'81 3½
Avon,Genesee&MtM*100	225,000	semi-an	July '81 3
Baltimore and Ohio.100	14,792,566	semi-an	May '82 5
" " pref.100	5,000,000	semi-an	Jan. '82 3
Washington Br....100	1,650,000	semi-an	Apl. '82 5
Berkshire*.....100	600,000	q'arterly	Apl. '82 1½
Boston and Albany..100	20,000,000	q'arterly	Mar. '82 2
Bos.&N.Y.AirLine pf.100	2,795,227	q'arterly	Mar. '82 1
Bos.,Cl.,F.&N.B.pref.100	1,750,100	.....	Apl. '82 3½
Bos.,Conc.&Mont.pf*100	800,000	semi-an	Nov.'81 3
Boston and Lowell..500	3,940.000	semi-an	Jan. '82 2
Boston and Maine...100	6,921,274	semi-an	Nov.'81 4
Boston & Providence100	4,000,000	semi-an	Nov. '81 4
Attleborough Br...100	131,700	semi-an	Jan. '82 3½
Bos.,Revere B&Lynn100	419,400	semi-an	Jan. '82 3½
Buffalo,N. Y. & Erie*.100	950,000	semi-an	Dec. '81 3
Camden & Atlantic.. 50	377,400	q'arterly	Apl '80 3s
" " pref. 50	880,650	q'arterly	Apl '80 3½s
Camden & Burl. Co..100	381,925	semi-an	July '81 3
Canada Southern....100	15,000,000	.....	Feb. '81 2½
Cape May &Millville* 50	447,000	semi-an	June'81 3
Catawissa*..... 50	1,159,500	annual	Oct.'81$1½
" pref..... 20	2,200,000	semi-an	Nov.'81 3½
" new pref.. 50	1,000,000	semi-an	Nov.'81 3½
Cayuga and Susq.*.. 50	589,110	semi-an	July '81 4½
Cedar Rapids&Mo.R*100	6,850,400	q'arterly	Feb. '82 1½
" " pref.100	769,600	semi-an	Feb. '82 3½
Central of Georgia...100	7,500,000	semi-an	June'81 4
Central of New Jersey100	18,568,200	q'arterly	Apl. '76 2½
Central Ohio*..... 50	2,437,950	semi-an	Jan. '82 3
" pref.. 50	411,550	semi-an	Jan. '82 3
Central Pacific.....100	59,275,500	semi-an	Feb. '82 3
Chemung*.....100	380,000	q'arterly	July '81 1½
Chesnire preferred ..100	2,155,300	semi-an	Jan. '82 1½
Chicago and Alton...100	11,181,741	semi-an	Mar. '82 4
" " pref 100	2,425,400	semi-an	Mar. '82 4
Chi., Burl. & Quincy.100	55,337,455	q'arterly	Mar. '82 2
Chi., Iowa & Nebras*.100	3,916,200	semi-an	Jan. '82 4
Chi., Mil. & St. Paul.100	20,404,261	semi-an	Apl. '82 3½
" pref 100	14,401,483	semi-an	Apl. '82 3½
Chi. & N. Western...100	14,988,257	semi-an	Dec. '81 3
" pref.100	21,525,353	q'arterly	Mar.'82 1¾
Chi., R. I. & Pacific..100	41,960,000	q'arterly	May '82 1¾
Chi. and West Mich .100	6,151,000	semi-an	Feb. '82 2½
Chi., St. P., M. & O..100	10,390,000	q'arterly	Jan. '82 1¾
C., Ind., St. L. & Chi.100	6,000,000	q'arterly	Apl. '82 1½
Cin., Sand. & Clev.pf. 50	429,037	semi-an	Nov.'81 3
Clev. and Mahoning* 50	3,759,200	semi-an	Nov.'81 3½
Clev. and Pittsburg* 50	11,244,336	q'arterly	Mar. '82 1¾
Columbus & Xenia*. 50	1,786,200	q'arterly	Dec. '81 2
Colum.&HockingVal.100	2,500,200	semi-an	Aug.'81 20s
Concord 50	1,500,000	semi-an	Nov.'81 5
Concord and Ports.*.100	350,000	semi-an	Jan. '82 3½
Conn.& Passump.Riv100	2,244,400	semi-an	Feb. '82 3
Connecticut River ..100	2,100,000	semi-an	Jan. '82 4
Cumberland Valley.. 50	1,292,950	q'arterly	Apl. '82 2½
" 1st pref 50	241,900	semi-an	Apl. '82 4
" 2d pref. 50	243,000	semi-an	Apl. '82 4
Danbury & Norwalk. 50	600,000	.....	Apl. '82 1½
Dayton and Mich.*.. 50	2,402,573	semi-an	Oct. '81 1¾
" " pref. 50	1,211,250	q'arterly	Oct. '81 2
Delaware*..... 25	1,468,940	semi-an	Jan. '82 3
Del. & Bound Brook*100	1,652,000	q'arterly	Feb. '82 1¾
Del., Lack.& Western 50	26,208,000	q'arterly	Apl. '82 2
Denver & Rio Grande.100	29,160,000	q'arterly	Jan. '82 1½
Den.,South P. & Pac.100	3,500,000	.....	Aug.'80 4
Detroit, Lans. & Nor.100	1,825,600	semi-an	Aug.'80 2½
" " pref.100	2,503,380	semi-an	Feb. '82 3½
Dubuque&Sioux C'y*100	5,000,000	semi-an	Apl. '82 3
East Pennsylvania*.. 50	1,709,550	semi-an	Jan. '82 3
East Mahanoy*..... 50	392,950	semi-an	Jan. '82 3
Eastern (N. H.).....100	492,500	semi-an	Dec. '81 2½
El River.....100	3,000,000	q'arterly	Mar. '82 $1
Elmira.Jef.&Canand*100	600,000	annual	Sep. '80 5
Elmira&Williamsp't* 50	500,000	semi-an	Nov.'81 1½
" " pref. 50	500,000	semi-an	Jan. '82 3½
Erie and Pitsburg*.. 50	1,998,400	q'arterly	Dec. '81 1¾
Evansville & Terre H.100	100,000	semi-an	Nov.'81 2
Fitchburg.....100	4,500,000	semi-an	Jan. '82 3
F. & P. Marquette pf.100	6,500,000	semi-an	Jan. '82 3
Ft.W. & Jackson pref.100	2,000,000	.....	July '81 2½
Georgia. 100	4,200,000	q'arterly	Jan. '82 2½
Granite 100	1,250,000	semi-an	Jan. '82 3
Han. & St. Jo. pref .100	5,083,024	semi-an	Feb. '82 3½
Harrisbg&Lancaster 50	1,182,500	semi-an	Jan. '82 3½
Housatonic pref. ...100	1,180,000	q'arterly	Apl. '82 2
Illinois Central.....100	39,000,000	semi-an	Mar. '82 3½
Ia.Falls & Sioux City*100	4,623,500	q'arterly	Mar. '82 1¾
Iowa B. Land Co....100	7,620,000	q'arterly	Feb. '82 1
Jeffersonv. Mad.&Ind100	2,000,000	q'arterly	Feb. '82 1¾
Joliet and Chicago*..100	1,500,000	q'arterly	Mar. '82 1¾
Kan.C.,Ft.S.&Gulf...100	4,000,000	.....	Feb. '82 2
" " pref..100	2,750,000	semi-an	Feb. '82 4
Kentucky Central....100	500,000	semi-an	June'81 1
" " pref..100	5,583,500	semi-an	June'81 3
Lake Shore&Mich.So.100	49,466,500	q'arterly	May '82 2
" (guar.)100	533,600	semi-an	Feb. '82 5
Lawrence*..... 50	450,000	q'arterly	Apl. '82 2
Lehigh Valley..... 50	27,496,895	q'arterly	Apl. '82 1½
" " pref. 50	106,300	q'arterly	Apl. '82 1½
Little Miami..... 50	4,637,300	q'arterly	Mar. '82 2
Little Rock & Ft. S..100	4,096,135	.....	July' 81 10s
Little Schuylkill*.. . 50	2,646,100	semi-an.	Jan. '82 3½
Louisville & Nashv...100	18,130,913	semi-an.	Feb. '82 3
Lowell & Andover...100	500,000	semi-an.	Jan. '82 3½
Lykens Valley.....100	600,000	q'rterly.	Oct,' 81 2½
Manchester & Law..100	1 000,000	semi-an.	Nov.'81 5
Manhattan 100	13,000,000	.....	.....
" " 1st pref.100	6,500,000	q'rterly.	Apl. '82 1½
" " 2d pref.100	6,500,000	.....	Apl. '82 1½
Marietta& Cincinnati 50	1,386,350	.....	.....
" " 1st pref 50	8,105,600	semi-an.	Sep. '66 3s
" " 2d pref 50	4,440,100	semi-an.	Sep. '66 3s
Marq.Hout.&Ont.pf...100	2,259,026	.....	Feb. '82 4
Massawippi*.....100	400,000	semi-an.	Feb. '82 3
Michigan Central....100	18,738,204	q'rterly.	Aug. '81 1
Middlesex Central...100	280,000	semi-an.	Jan. '82 3
Mill Creek&Minehill* 50	323,375	semi-an.	Jan. '82 5
M.Hill& Schuyl.Hav* 50	4,022,500	semi-an.	Jan. '82 3½
Missouri Pacific.....100	28,169,800	q'rterly.	Apl. '82 1½
Mobile&Montgomery100	3,022,517	semi-an.	Feb. '80 2½
Mont. & Wells River100	800,000	annual	Feb. '80 2
Morris and Essex.... 50	15,000,000	semi-an.	Jan. '82 3½
Mt Carbon&PtCarbon 50	282,350	semi-an.	Jan.. '82 6
Nashua and Lowell..100	800,000	semi-an.	Nov. '81 4
Nashua & Rochester.100	1,305,800	semi-an.	Apl. '82 1½
Nashv. & Decatur...100	1,827,000	semi-an.	June'81 3
Nash.,Chat.&StLouis 25	6,670,325	semi-an.	Apl. '82 1½
Naugatuck.....100	2,000,000	semi-an.	Jan. '82 5
Nesquehoning Val'y* 50	1,300,000	semi-an.	Mar.'82 3
N.Castle&Beaver Val* 50	600,000	q'rterly.	Oct. '81 —
NewLondonNorth'n*100	1,500,000	q'rterly.	Jan. '82 1½
N. Y. Cen. & Hud. R.100	89,428,330	q'rterly.	Apl. '82 2
N. Y. and Harlem....100	7,950,000	q'rterly.	Apl. '82 2
" " pref.100	1,500,000	q'rterly.	Apl. '82 2
" City Line.. —	.....	annual	Apl. '82 3
N.Y.,Lake Erie&West.100	77,083,800	.....	.....
" " pref.100	8,156,725	.....	Jan. '82 6
N. Y., N. H. & Hart..100	15,500,000	semi-an.	Jan. '82 5
N. Y., Prov. & Boston100	3,000,000	q'rterly.	Nov,'81 2
Niag.Bridg&Canand*100	1,000,000	semi-an.	July '81 3
North Carolina*.....100	3,000,000	semi-an.	Sep. '81 3
" " pref.100	1,000,000	semi-an.	Sep. '81 3
N. Eastern (S.C.) pref100	86,000	semi-an.	May '81 4
North Pennsylvania. 50	4,527,150	q'rterly.	Feb. '82 1¾
Northern Central.... 50	6,142,000	semi-an.	Jan. '82 3
Northern N. Hampsh100	3,068,400	semi-an.	Dec. '81 3
Northern N. Jersey*.100	1,000,000	semi-an.	July '80 2½
Norwich&Worcester*100	2,604,400	semi-an.	Jan. '82 5
Ohio 100	18,500,000	.....	.....
Ohio and Miss. pref..100	4,030,000	semi-an.	Mar.'75 3½
Old Colony.....100	7,333,800	semi-an.	Jan. '82 3
Oregon R'way&Nav.100	6,000,000	q'rterly.	May '82 2
Oswego & Syracuse..100	1,320,400	semi-an.	Aug.'81 4½
Panama..... 100	7,000,000	.....	Jan. '82 6
Paterson & Hudson*.100	630,000	semi-an.	Jan. '82 4
Paterson & Ramapo.100	248,000	semi-an.	Jan. '82 4
Pember.&Hightst'n*. 50	342,150	semi-an.	Jan. '82 3
Pennsylvania..... 50	77,672,750	semi-an.	Nov.'81 4
Pennsylvania Co..... 50	20,000,000	semi-an.	June'81 2½
Peoria & Bureau Val*100	1,200,000	semi-an.	Feb. '82 4
Philadelphia & Erie*. 50	7,013,700	semi-an.	.....
" " pfd 50	2,400,000	semi-an.	Jan. '75 4
Phil,Ger.&Norrist'n* 50	2,231,900	q'rterly.	Dec. '81 3
Phil. and Reading... 50	32,726,375	q'rterly.	Jan. '76 2½
" " pref. 50	1,551,800	q'rterly.	July '76 3½
Phila. and Trenton..100	1,259,100	q'rterly.	Apl. '82 2½
Phila., Wil. and Balt. 50	11,585,750	semi-an.	Jan. '82 4
Pittsb.,Ft. W. & Chi.*100	19,714,285	q'rterly.	Apl. '82 1¾
" Special Imp.100	6,770,900	q'rterly.	Apl. '82 1¾
Pittsfield&N.Adams..100	450,000	semi-an.	Jan. '82 2½
Portl., Saco & Portsm100	1,500,000	semi-an.	Jan. '82 3
Profile & Franconia..100	130,000	annual	Nov.'80 8
Providence &Worces.100	2,000,000	semi-an.	Jan. '82 3
Rensselaer&Saratog.*100	7,000,000	semi-an.	Jan. '82 4
Rhode Island& Mass.100	100,000	.....	Jan. '81 3
Richmond& Danv...100	3,866,000	q'rterly.	Feb. '82 3
Richmond & Petersb100	1,009,300	semi-an.	Jan. '81 3
Roch.&Geneses Val.*100	555,200	semi-an.	Jan .'82 3
Rome,Watert.& Ogd.100	5,293,900	semi-an.	July '75 1½
Rutland preferred.. 100	4,000,000	semi-an.	Feb. '82 1
St.L.,Alt. & T.Haute.100	2,300,000	.....	.....
" " pref.100	2,468,400	semi-an.	Feb. '81 3
St.L.&S.Fran.1st pref100	4,500,000	.....	Feb.'82 3½
St.L.,I.Mt.&South'n.100	21,459,321	semi-an.	Feb. '74 3
St. P. & Duluth pref.100	4,705,006	q'rterly.	Mar.'82 1¾
St. P., Minn. & Man..100	15,000,000	semi-an.	Feb.'82 3½
Schuylkill Valley*... 50	576,050	semi-an.	Jan. '82 2½
Seaboard & Roanoke.100	1,299,600	semi-an.	Nov.'81 4
Shamokin V.&Pottsv 50	869,450	semi-an.	Feb.'82 3
Shore Line*.....100	1,000,000	semi-an.	Jan. '82 4
Sioux C.&Pacific pref100	169,000	semi-an.	Apl. '82 3½
South Br. (N. J.)*....100	438,300	semi-an.	Jan. '82 3
South Western (Ga.)*100	3,892,300	semi-an.	Dec. '81 3½
Stockbridge&Pitts.*.100	448,700	semi-an.	Oct. '81 1½
Summit Branch*.... 50	4,010,350	semi-an.	Feb. '76 3
Syr.,Bingham&N.Y.*100	2,500,000	semi-an.	Feb. '81 2
Terre Haute & Ind...100	1,988,150	semi-an.	Feb. '82 4
Troy and Boston....100	1,609,000	semi-an.	Feb. '80 2
Union Pacific 100	61,000,000	q'rterly.	Apl. '82 1½
United Cos of N. J.*.100	20,490,000	q'rterly.	Apl. '82 2½
Utica, Shenango&S V100	4,000,000	semi-an.	Nov. '81 3
Utica and Black Riv.100	1,772,000	semi-an.	Mar. '82 2
Vermont and Mass..100	3,050,000	semi-an.	Apl. '82 3
Wab. St.L.& Pac.pref.100	22,615,100	q'rterly.	Nov.'81 1½
Ware River*.....100	750,000	semi-an.	Jan. '82 3½
Warren (N. J.).....100	1,800,000	semi-an.	Apl. '82 3½
Warwick Valley.....100	340,000	semi-an.	Jan. '82 2½
Westchest&Phil.pref100	821,300	semi-an.	July '80 2
West Jersey.....100	1,359,750	semi-an.	Apl. '83 35
Wilmingt'n&Weld'n.100	1,456,200	semi-an.	Dec. '81 3
Wil., Col., & Aug 100	960,000	semi-an.	Dec. '81 3
Winchester&Poto'c.*100	180,000	semi-an.	Jan. '82 3
Winchester&Strasb.*100	74,700	semi-an.	Jan. 82 3
Worcester & Nashua. 75	1,789,800	semi-an.	Jan. '82 1½
HORSE-POWER R. R.			
Albany City.....100	200,000	annual	.... '80 5½
Baltimore City..... 25	1,000,000	semi-an.	Jan. '82 4
Balt.,Cat.&El. Mills..100	....	semi-an.	Jan. '82 2
BleeckerSt.&Ful.F'y.100	900,000	semi-an.	July '81 3½
Boston&Chelsea pref. 50	110,000	semi-an.	Apl. '82 3
Broadway (Brooklyn)100	250,000	q'arterly	Oct. '81 3
B'way&7th Av,(N.Y.)100	2,100,000	q'arterly	Oct, '81 2
B'klyn&Hunter's Pt.100	400,000	semi-an.	Apl. '79 3
Brooklyn City.....100	2,000,000	q'arterly	Dec.'81 3½
Bushwick (Brooklyn)100	309,000	semi-an.	July '81 2½
Cambridge.....100	908,000	q'arterly	Apl. '82 4½
Cen.Park,N.& E.Riv.100	1,800,000	q'rterly.	Jan. '82 2
Christoph'r&TenthSt100	650,000	semi-an.	Aug.'81 2½
Citizens' (Phil.)..... 50	192,500	q'rterly.	Jan. '82 2½
Citizens' (Pbg.)..... 50	200,000	annual..	....'80 14½
Coney Island&Bklyn100	500,000	semi-an.	Oct. '80 5
Continental (Phil.) .. 50	580,000	semi-an.	Jan. '82 6
D.Dock,E.B'way&Bat100	1,200,000	q'arterly	Nov.'81 4
Eighth Av. (N. Y.)...100	1,000,000	q'rterly.	Oct. '81 3
42d St. & G. St. Ferry100	748,000	semi-an.	Nov.'81 6
Frankf.&Southw (Ph) 50	600,000	q'rterly.	Jan. '82 6
Germantown, (Ph.).. 50	872,860	q'rterly.	Apl. '82 2½
Girard College (Ph.) . 50	500,000	semi-an.	July '71 3
Grand St. & Newton.100	170,000	semi-an.	July '81 2½
Green&Coates St.(Ph) 50	150,000	q'rterly.	Apl. '82 3
Heston,Mantau&F'm 50	299,381	semi-an.	Jan. '75 4
Highland.....100	600,000	semi-an.	Jan. 82 4
Lomb.&SouthSts(Ph) 25	195,000	semi-an.	Oct. '79 4
Lynn and Boston....100	200,000	semi-an.	Nov.'81 4
Malden and Melrose..100	165,500	.....	.....
Metropolitan (Bost.). 50	1,500,000	semi-an.	Jan. '82 4
Middlesex (Boston)..100	650,000	semi-an.	Nov.'81 3½
N.Y.,Bay Ridge&Jam100	150,000	..... .	Oct. '78 7
Ninth Av. (N. Y.)....100	797,320	.....	.....
Orange &Newark....100	282,555	.....	....
People's (Phila.)..... 25	124,744	..... .	Apl. '82 2
Philadelphia City.... 50	475,080	semi-an.	Jan. '82 5
Phila. and Darby.... 20	200,000	semi-an.	July '81 3½
Phila.&Grey's Ferry. 50	308,000	semi-an.	Jan. '82 6
Pbg,Alleg.&Manches. 50	300,000	q'rterly.	Oct. '81 3
Ridge Avenue (Ph.).. 50	420,000	semi-an.	Oct. '81 11
Second Avenue (N.Y.)100	1.199,500	semi-an.	July '81 2½
Second&ThirdSt.(Ph) 50	771,076	q'rterly.	Jan. '82 4½
17th &19th sts (Ph.).. 50	250,000	semi-an.	July '81 3
Sixth Avenue (N. Y.)100	750,000	semi-an.	Oct. '81 5
Somerville (Boston).100	113,000	semi-an.	Nov.'81 3
South Boston..... 50	600,000	semi-an.	Jan. '82 4
Third Avenue, N. Y..100	2,000,000	q'rterly.	Nov.'81 5
13th and 15th sts.,Ph 50	334,529	q'rterly.	Jan. '82 4
23d street, N. Y.....100	600,000	semi-an.	Aug.'81 4
Union, Boston.....100	374,300	semi-an.	Jan. '82 4
Union, Phila..... 50	1,005,000	semi-an.	Jan. '82 7
West Philadelphia... 50	750,000	semi-an.	July '77 10
CANALS.			
Chesapeake and Dela 50	2,078,038	semi-an.	June'75 2
Delaware Division... 50	1,633,350	semi-an.	Feb. '82 $1
Delawa. and Hudson100	20,000,000	q'rterly.	Mar. '82 1¾
Delaware & Raritan*.100	5,847,400	q'rterly.	Apl. '82 2½
Lehigh Coal and Nav 50	11,204,250	q'rterly.	Dec. '81 2
Monongahela Nav... 50	1,004,500	semi-an.	July '81 2
Morris, consolidated.100	1,025,000	semi-an.	Feb. '81 2
" preferred....100	1,175,000	semi-an.	Feb. '81 5
Pennsylvania..... 50	4,501,200	.....	.....
Schuyl. Nav., com.*. 50	859,100	annual..	Au. '81 50c.
" " pref... 50	3,200,950	annual..	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	q'rterly.	Mar.'82 2
American Express... 50	18,000,000	semi-an.	Jan. '82 3
Amoskeag Manuf.Co.100	3,000,000	semi-an.	June'81 5
Calumet&HeclaMin'g —	100,000 S.	q'rterly.	May '82 $5
Central Mining Co...100	.....	semi-an.	Feb. '82 2½
Consolidation Coal..100	10,250,000	semi-an.	Jan. '82 2
George's Creek C.&I.100	.....	semi-an.	Jan. '82 3
Maryland Coal.....100	4,400,000	semi-an.	Feb. '76 1½
Mariposa L. &Mining100	10,000,000	..... .	.....
" pref100	5,000,000	..... .	.....
Missouri Val.LandCo100	200,000	semi-an.	Jan. '82 7
National Tube Works100	1,000,000	q'rterly.	Apl. '82 3
Pac. Mail Steamship.100	20,000,000	q'rterly,	Sept.'69 3
Pennsylvania Coal... 50	5,600,000	q'rterly	Feb. '82 3
Pullman Palace Car..100	10,023,800	q'rterly.	Feb. '82 2
Quicksilver, com....100	5,708,700	..... .	Aug.'81 2½
" pref....100	4,291,300	..... .	Aug.'81 9½
Quincy Mining Co... 25	40,000shs	semi-an.	Feb. '82 $8
Quincy R. R. Bridge.100	1,750,000	semi-an.	Jan. '82 5
SiouxC.&I.F.L.&L.Co100	500,000	semi-an.	Jan. '82 4
Spring Mt. Coal.....100	1,500,000	semi-an.	Dec. '81 3½
Topeka Equip'nt Co.100	255,000	semi-an.	Apl. '82 5
United States Ex....100	7,000,000	q'rterly.	Nov.'81 1
Wells-Fargo & Co. Ex100	6,250,000	semi-an.	Jan. '82 4
Western Union Tel..100	80,000,000	q'rterly.	Apl. '82 1½

RAILROAD EARNINGS.—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., Cedar Rap. & Northern:													
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,419	2,053,484
1881	167,750	124,510	148,551	184,680	165,630	205,912	174,351	209,112	221,801	221,748	203,880	232,812	2,259,037
1882	252,823	225,631	224,107	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	1,120,229	2,199,466	1,905,221	20,508,112
1881	1,602,907	1,454,218	1,709,637	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	2,514,000	2,267,000	2,110,000	23,947,951
1882	1,876,000	1,702,000	1,987,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chesapeake and Ohio:													
1880	202,335	198,681	222,762	221,559	199,443	214,352	238,236	259,110	247,303	211,820	240,795	218,000	2,674,308
1881	162,540	184,389	228,479	227,343	252,235	241,135	225,096	262,858	247,144	237,303	235,585	203,562	2,702,762
1882	210,455	209,708	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	574,695	7,718,198
1881	487,890	461,641	529,915	548,675	528,860	616,935	671,466	771,466	768,897	750,359	680,133	635,307	7,553,988
1882	579,447	530,480	584,483	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1880	1,154,632	1,131,683	1,361,795	1,294,573	1,875,608	1,671,177	1,699,686	1,767,938	2,020,246	2,105,217	1,855,671	1,477,902	19,416,007
1881	1,240,667	963,208	1,178,795	1,474,612	1,879,006	2,306,640	1,983,031	2,315,104	2,292,676	2,341,093	2,019,037	1,855,476	21,849,209
1882	1,620,336	1,471,943	1,696,508	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington and Quincy:													
1880	1,432,740	1,411,870	1,732,518	1,489,894	1,909,627	1,682,956	1,773,643	1,834,321	1,862,285	1,934,762	1,837,860	1,552,018	20,454,494
1881	1,307,948	1,034,821	1,418,149	1,574,371	1,679,455	2,083,803	1,888,558	2,173,945	2,262,981	2,031,001	1,816,133	1,905,490	21,324,150
1882	1,658,834	1,457,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Milwaukee and St. Paul:													
1880	764,298	738,749	900,675	871,041	1,134,745	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,397,308	13,086,119
1881	990,847	682,717	916,989	1,260,000	1,538,000	1,371,000	1,560,000	1,678,000	1,645,000	1,590,000	1,569,000	1,855,000	17,025,462
1882	1,435,000	1,377,000	1,561,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis and Omaha:													
1880	193,827	173,078	259,783	259,208	232,146	218,093	236,995	251,013	300,833	342,052	342,894	312,173	3,122,097
1881	257,786	158,594	251,648	261,211	350,124	404,562	392,702	385,586	363,685	382,714	380,733	391,950	3,981,296
1882	307,498	315,100	405,779	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cincinnati, Indianapolis, St. Louis and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	343,627	239,881	209,014	198,254	2,412,185
1881	182,523	171,511	191,005	175,484	188,794	188,256	178,861	229,858	219,977	212,606	194,805	192,623	2,296,916
1882	200,042	186,879	208,066	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,562	349,196	3,478,607
1881	307,476	317,681	398,493	433,212	514,767	584,230	548,284	606,193	620,643	665,686	566,819	643,417	6,206,812
1882	491,914	412,987	535,053	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal and St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	238,081	233,448	242,214	207,147	279,635	2,561,391
1881	154,401	122,874	173,557	188,124	177,002	194,949	198,110	215,308	202,567	313,433	201,782	180,376	2,230,966
1882	138,284	154,717	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,182	8,304,812
1881	631,281	524,499	557,789	662,493	673,259	803,887	720,004	868,407	828,847	815,238	737,218	763,475	8,586,397
1882	728,173	689,387	695,371	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,690	116,185	90,374	85,733	106,954	103,438	116,732	110,622	121,343	96,621	104,619	1,233,079
1881	90,283	83,261	192,085	103,555	102,030	96,586	83,764	117,956	195,307	181,674	160,826	156,697	.....
1882	195,824	175,735	206,235	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,346
1881	816,960	805,124	947,959	850,862	828,726	1,227,885	817,135	876,192	951,566	1,002,950	1,065,223	1,122,285	11,326,859
1882	950,065	960,036	1,073,745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,621	140,593	184,246	264,714	231,368	287,373	2,373,621
1881	224,347	216,768	230,916	163,551	145,803	136,517	131,009	159,343	209,044	252,921	252,434	262,025	2,406,437
1882	161,433	158,154	152,651	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chattanooga and St. Louis:													
1880	205,633	191,154	169,457	155,466	158,839	144,153	151,594	169,326	167,473	178,266	182,087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	104,430	154,549	130,430	168,317	179,979	172,181	152,059	173,127	2,075,256
1882	156,994	159,961	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	235,642	215,491	210,856	198,108	2,396,302
1881	189,749	173,614	212,019	216,913	217,185	231,518	246,821	280,524	299,573	261,199	242,412	237,729	2,809,853
1882	215,624	213,791	256,674	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie and Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,224	16,509,127
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,788	19,491,361
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	1,734,200	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,173	465,588	487,267	440,811	498,008	429,565	449,664	487,160	476,622	5,443,697
1882	407,368	413,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	253,105	241,277	223,500	330,300	358,456	300,882	220,993	2,629,710
1881	116,508	78,803	162,948	211,190	305,292	368,276	404,180	411,624	490,096	505,485	428,903	434,331	4,044,576
1882	239,800	269,000	384,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	322,737	367,082	324,966	281,919	3,727,733
1881	224,303	225,501	285,573	293,323	343,792	350,585	291,669	303,849	276,522	292,392	284,078	282,772	3,454,309
1882	252,727	240,946	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and San Francisco:													
1880	198,091	195,948	193,146	176,164	167,664	173,607	213,297	259,995	280,873	328,194	290,329	226,063	2,698,371
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	286,373	279,064	308,569	284,320	287,914	3,160,245
1882	256,784	244,654	274,959	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,146,741
1881	175,725	166,012	201,137	194,776	163,285	165,896	158,674	189,295	187 299	179,921	162,544	153,852	2,112,801
1882	168,987	149,619	178,145	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Iron Mountain and Southern:													
1880	555,983	490,195	451,560	408,241	349,053	363,454	432,655	565,869	671,219	688,365	632,052	656,951	6,265,597
1881	570,957	560,791	704,002	546,302	479,075	474,302	533,512	644,386	690,400	719,239	687,280	709,498	7,319,744
1882	516,370	501,127	585,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis and Manitoba:													
1880	180,239	137,645	261,798	333,014	281,899	243,407	272,089	232,579	274,188	345,057	300,675	297,641	3,160,231
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	414,954	485,736	605,708	508,530	528,262	4,878,960
1882	395,461	418,358	531,004	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Texas and Pacific:													
1880	245,785	219,165	215,070	174,177	141,083	153,066	195,711	226,073	266,570	303,666	312,184	301,858	2,754,408
1881	281,176	260,781	319,928	280,347	267,443	264,204	320,466	354,082	337,127	578,668	357,724	381,218	3,921,569
1882	310,785	255,644	332,911	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	1,934,215	1,913,035	2,270,179	2,707,860	2,251,148	1,869,335	23,448,445
1881	1,339,799	1,374,740	1,674,860	2,032,146	2,398,467	2,590,969	2,528,826	2,638,659	2,844,357	3,289,350	2,773,608	2,267,004	27,451,831
1882	1,961,088	1,759,863	2,226,832	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis and Pacific:													
1880	776,790	739,431	978,629	892,024	948,773	953,468	1,966,742	1,189,478	1,178,950	1,501,203	1,131,787	1,050,816	12,428,112
1881	811,617	818,922	1,121,592	1,023,482	1,144,660	1,308,993	1,131,751	1,542,838	1,490,027	1,396,300	1,399,555	1,328,278	14,461,570
1882	1,229,965	1,134,768	1,315,776	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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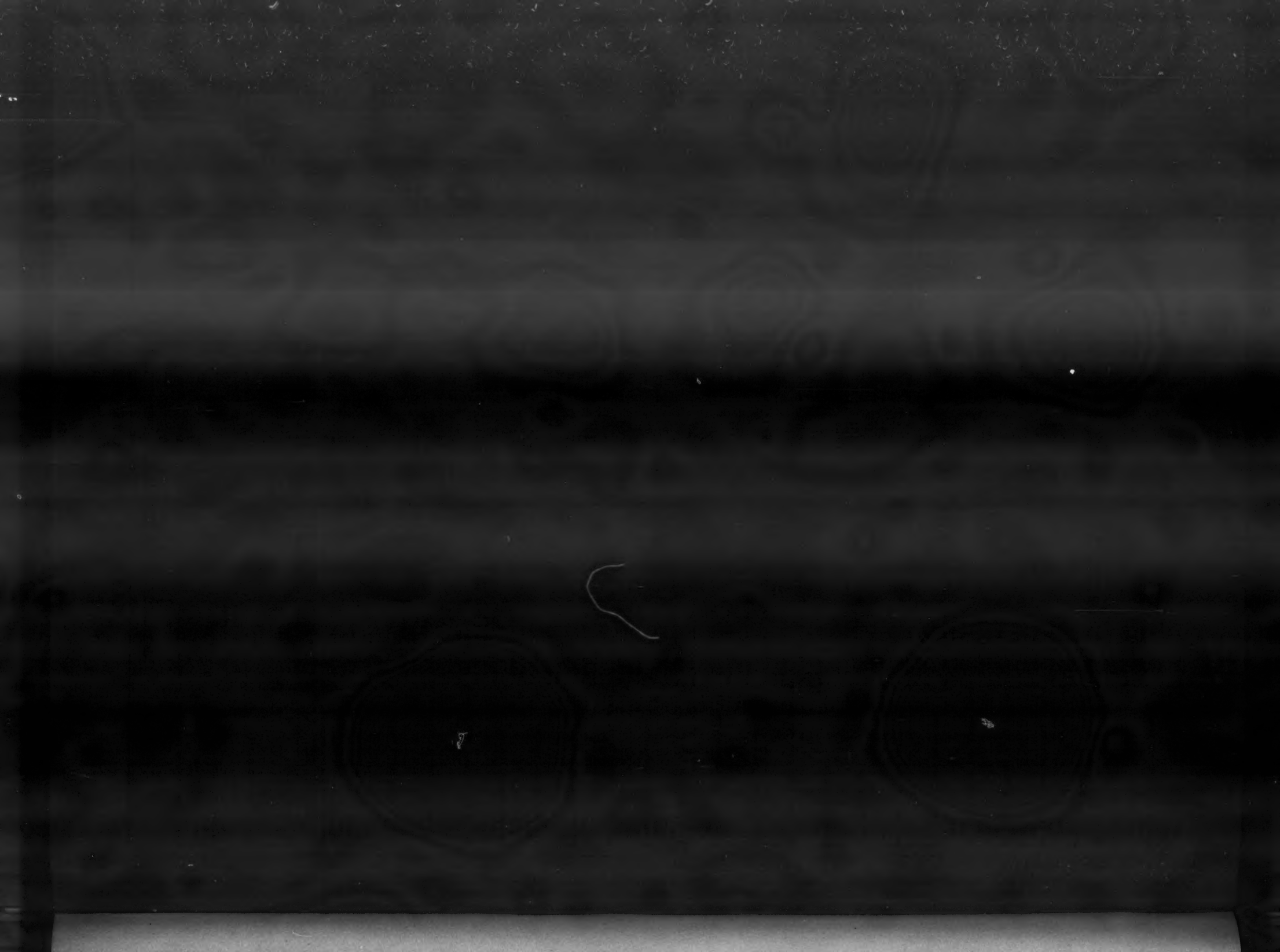
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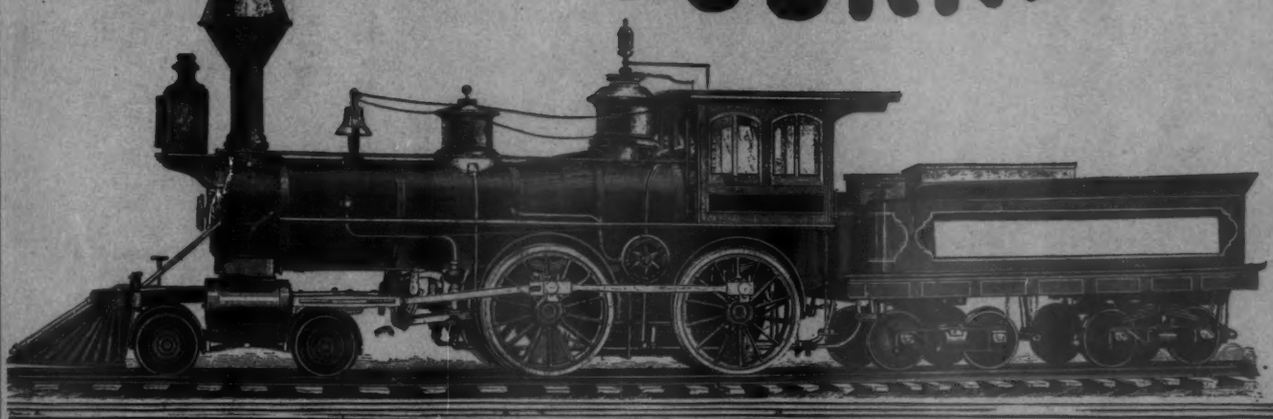
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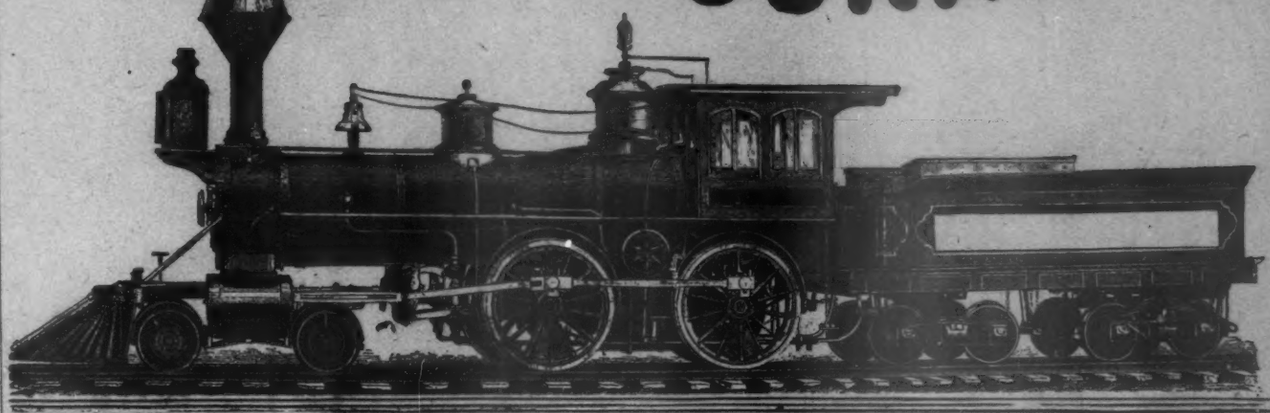
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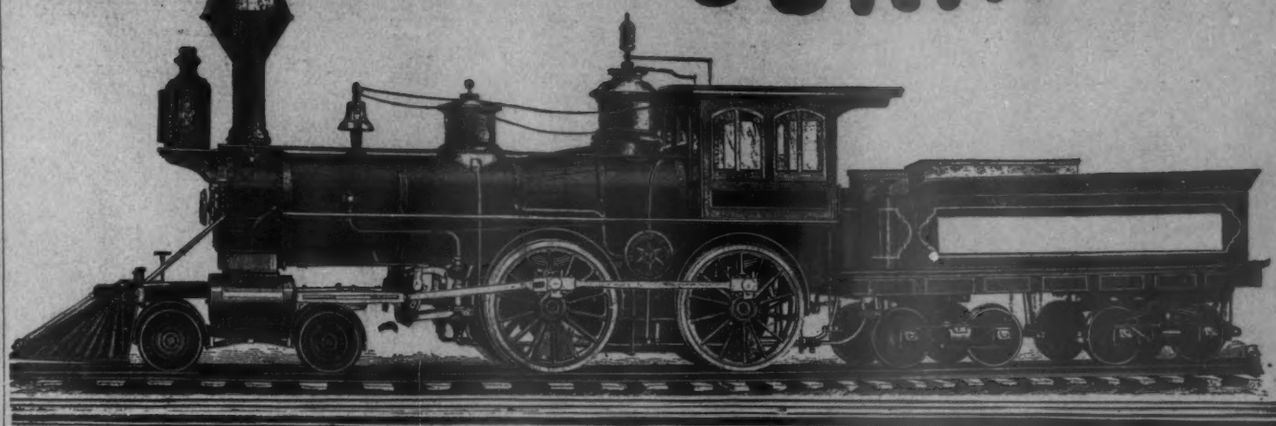
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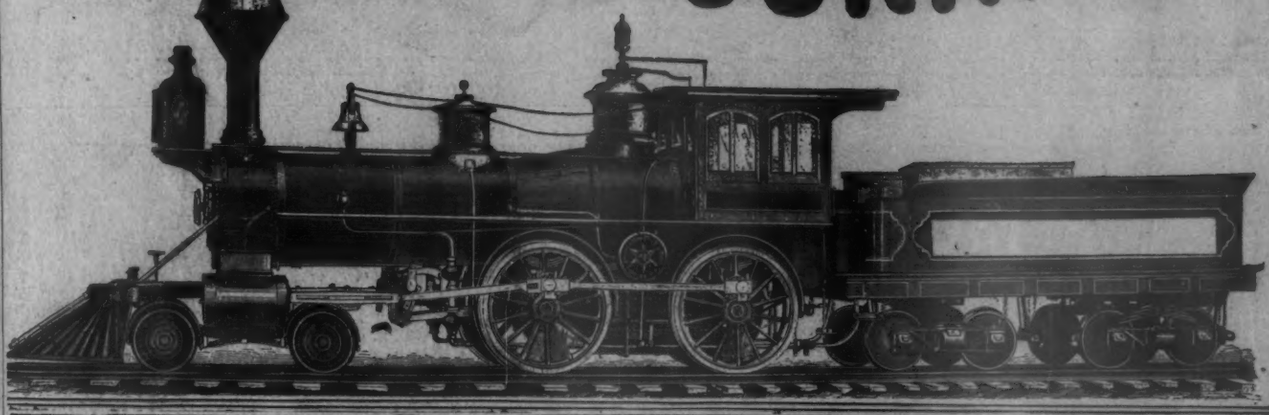
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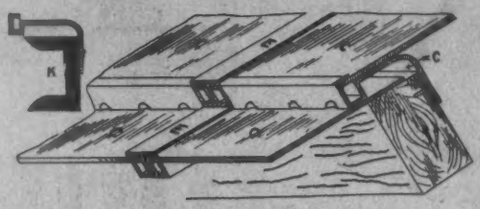
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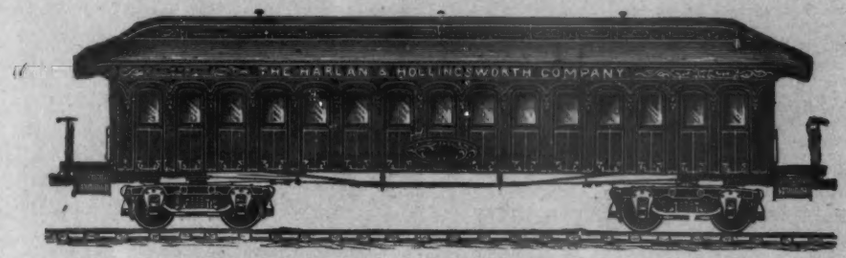
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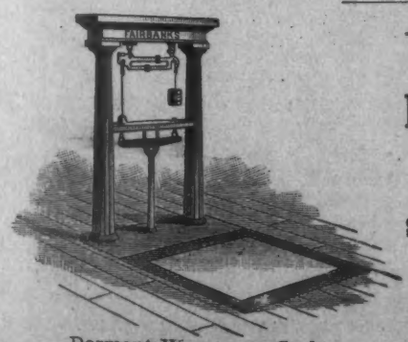
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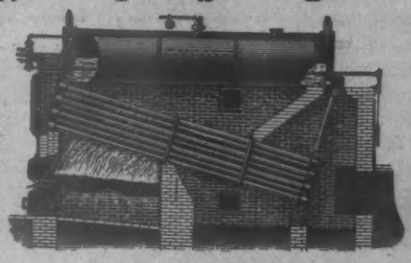
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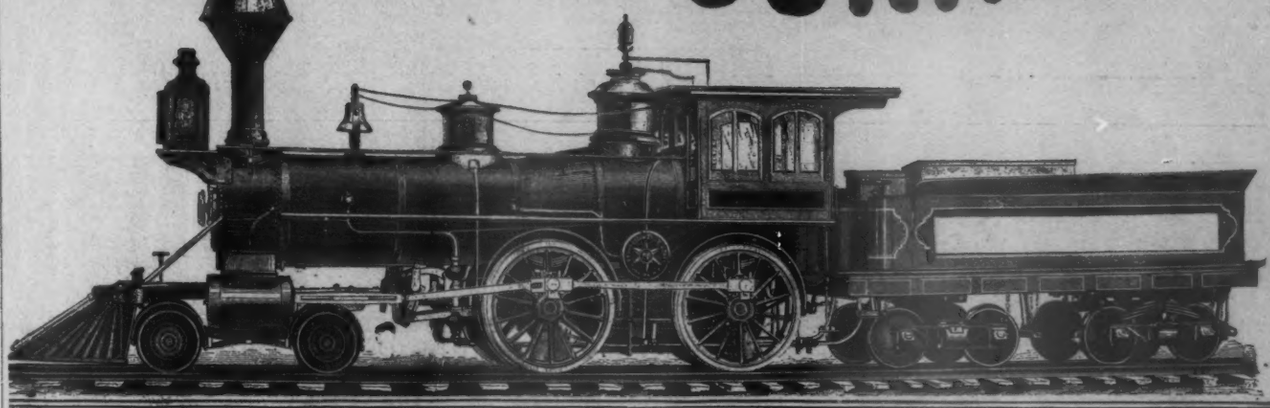
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ESTABLISHED 1831.

VOL. LV.
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Mining.
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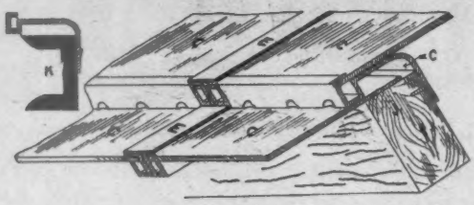
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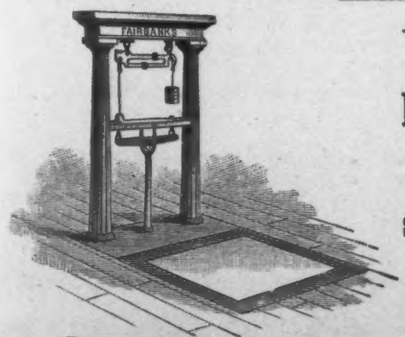
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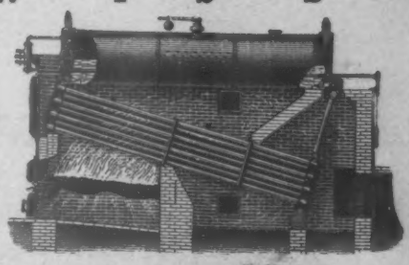
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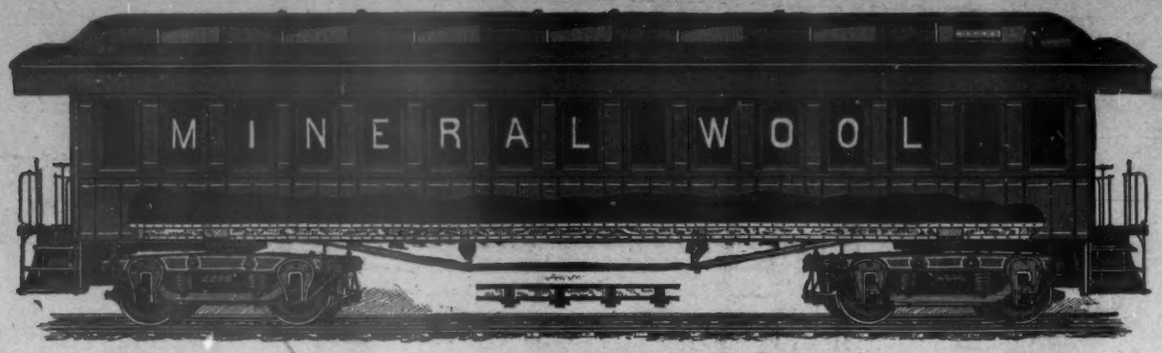
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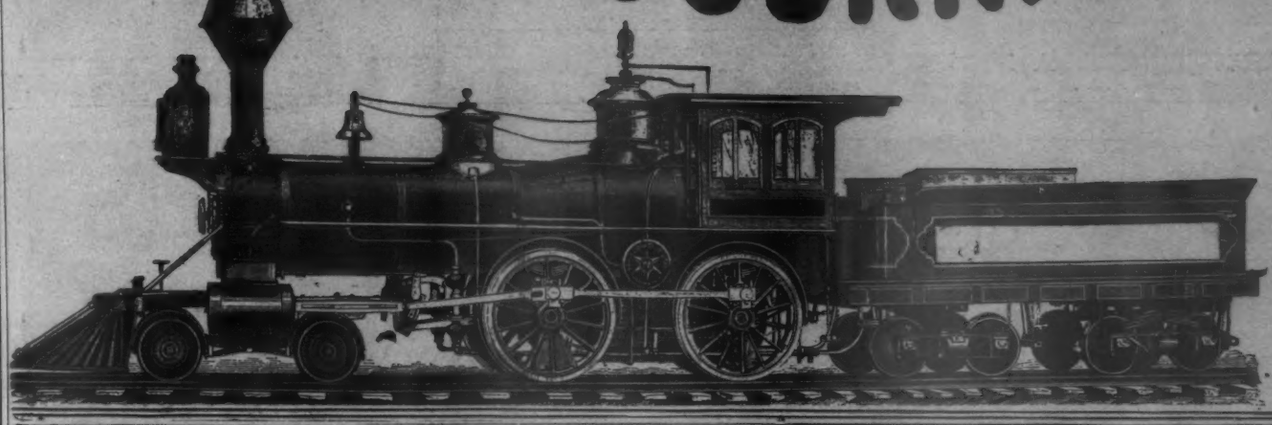
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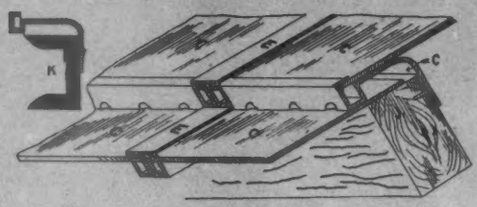
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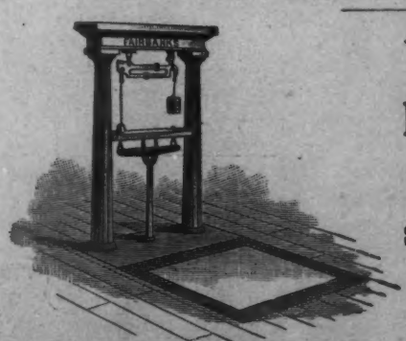
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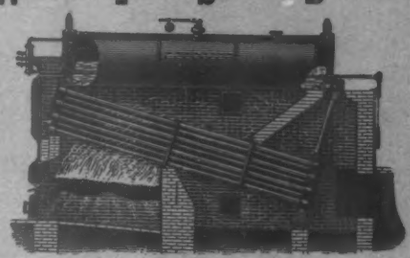
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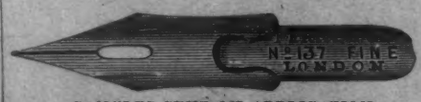
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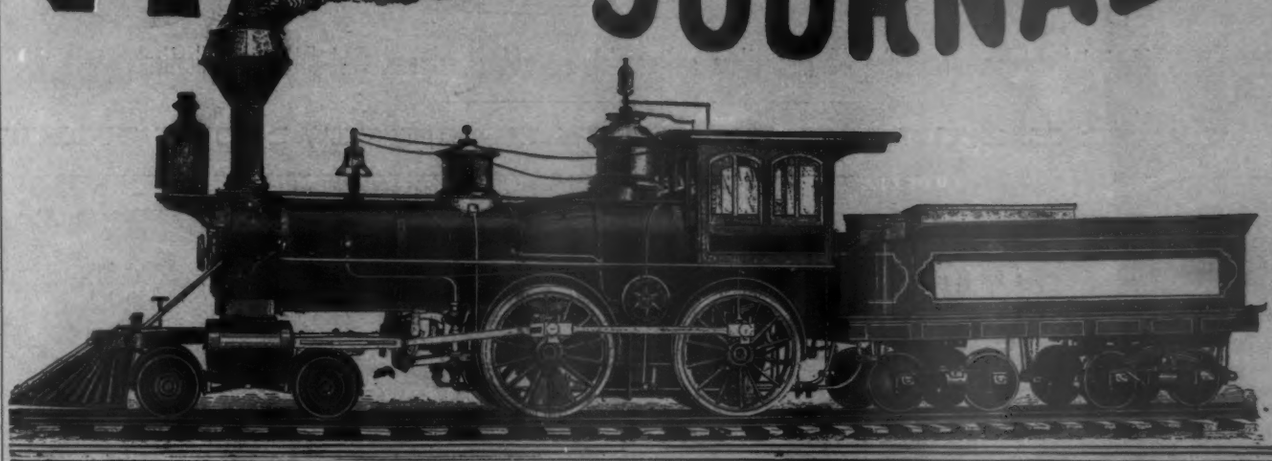
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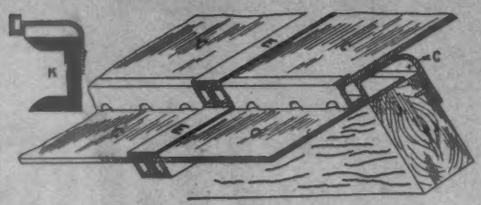
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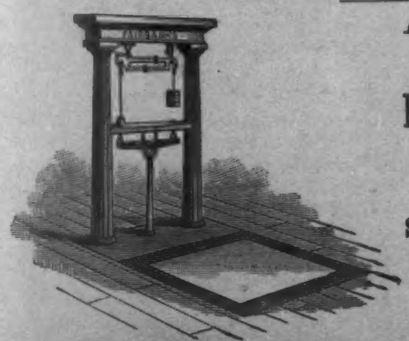
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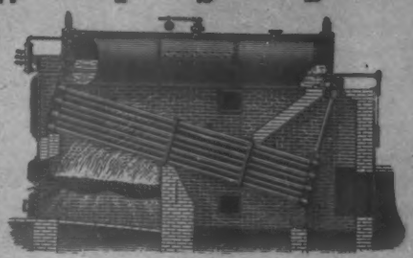
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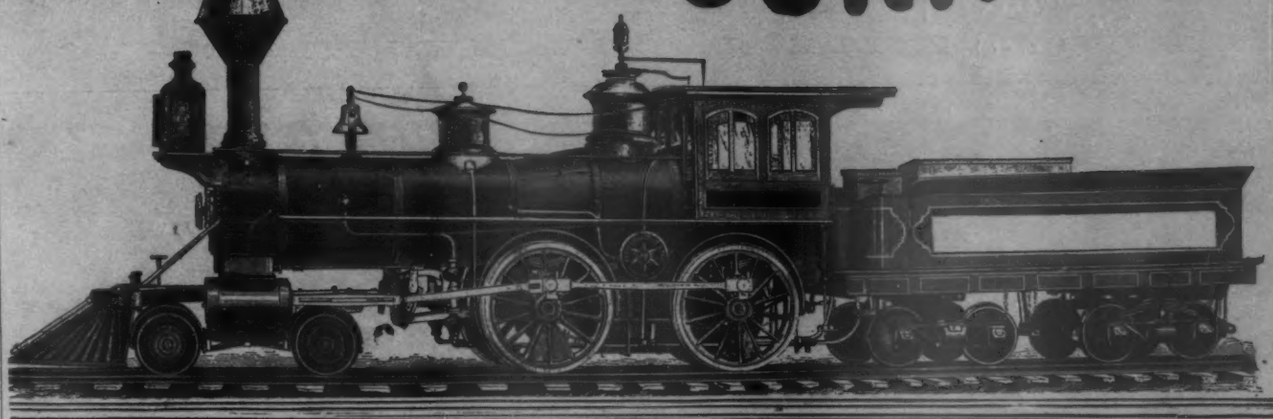
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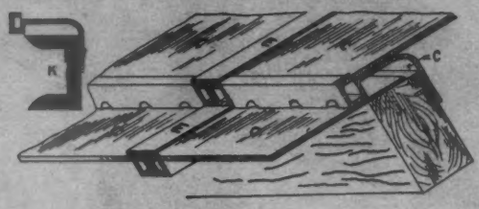
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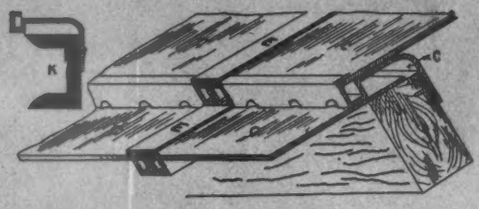
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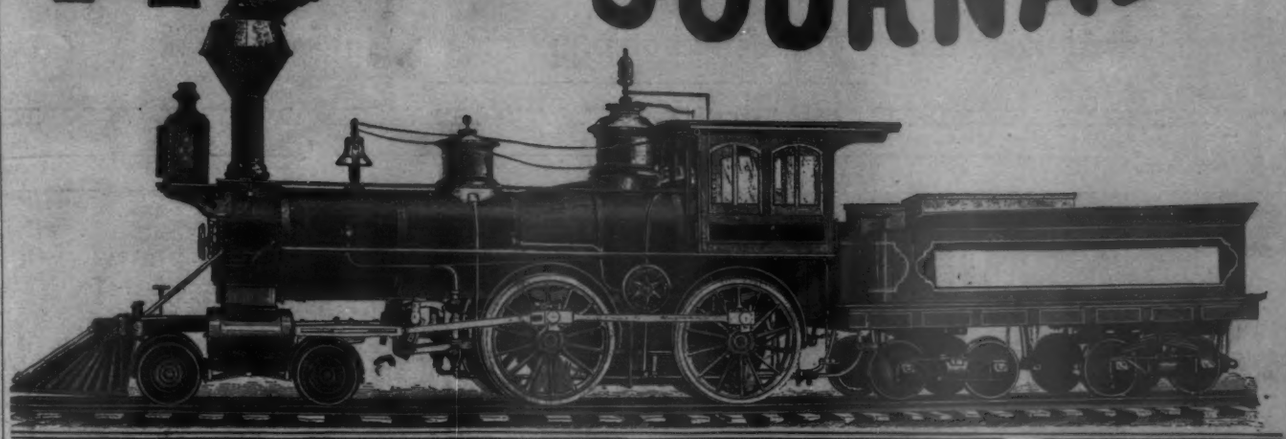
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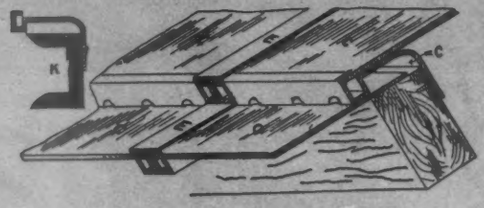
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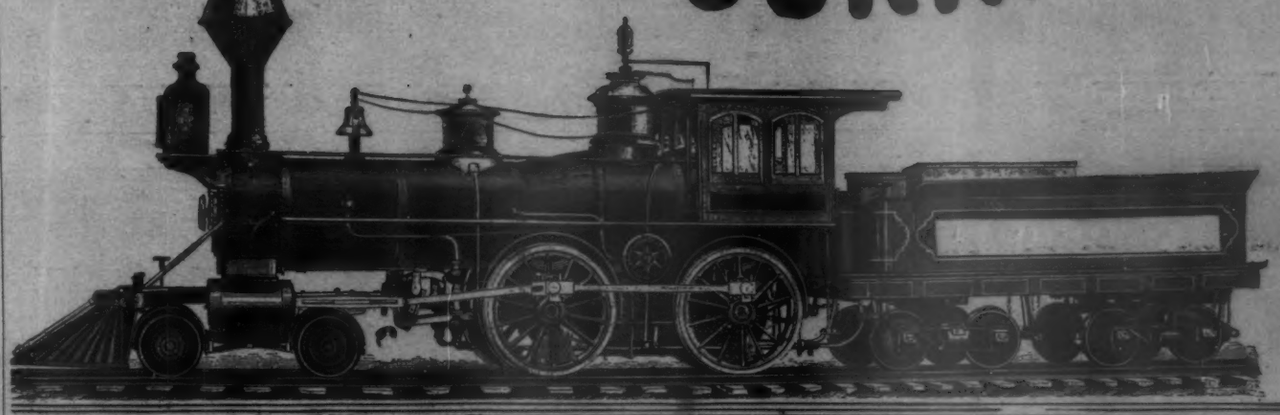
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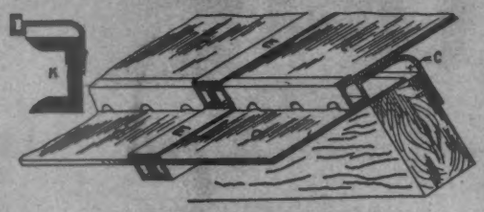
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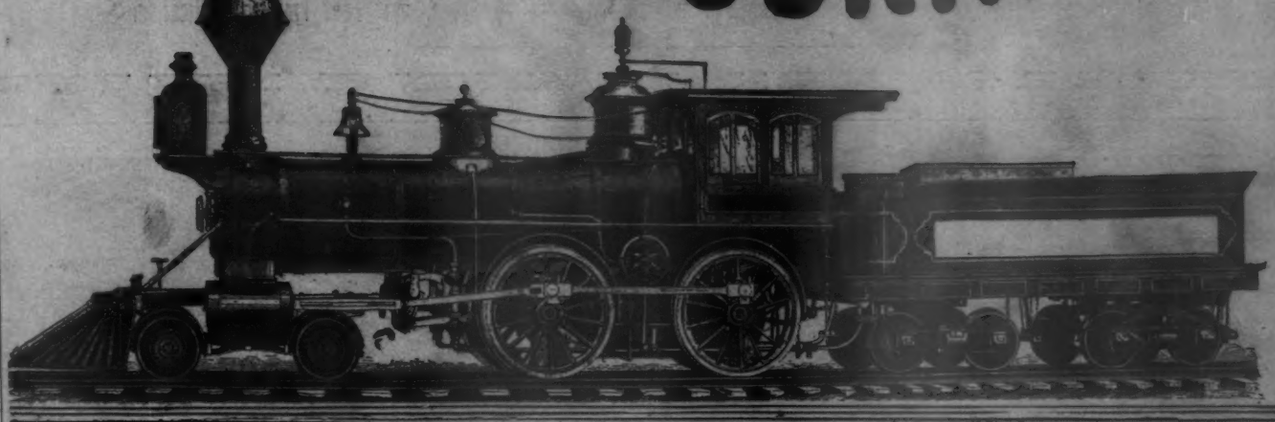
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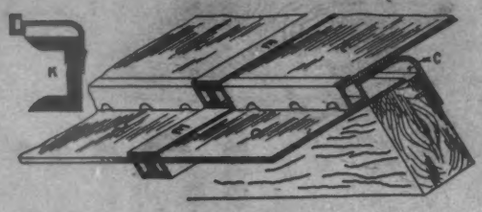
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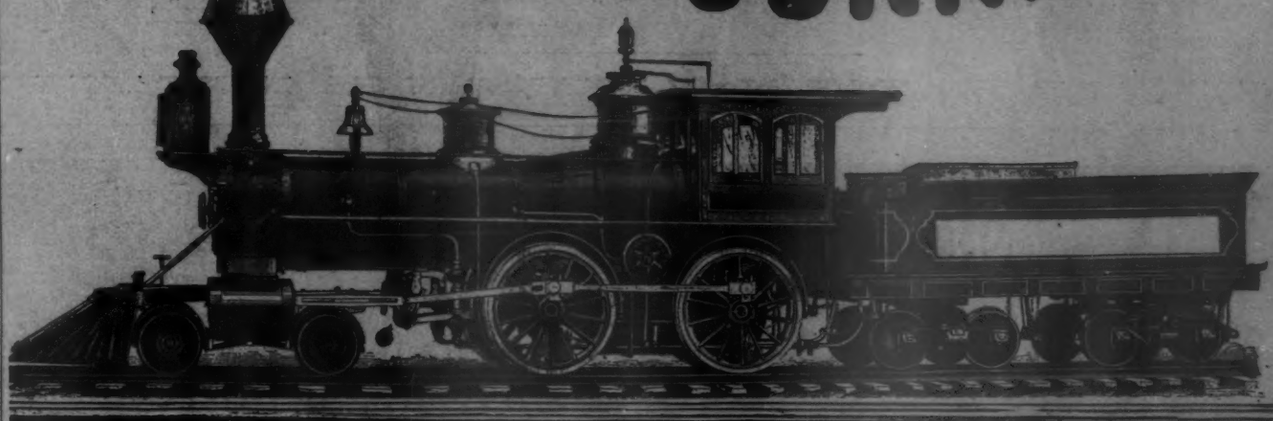
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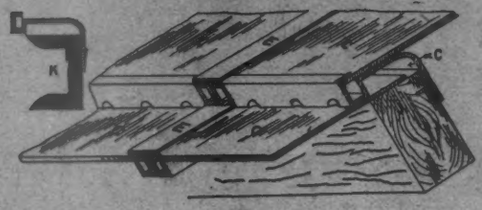
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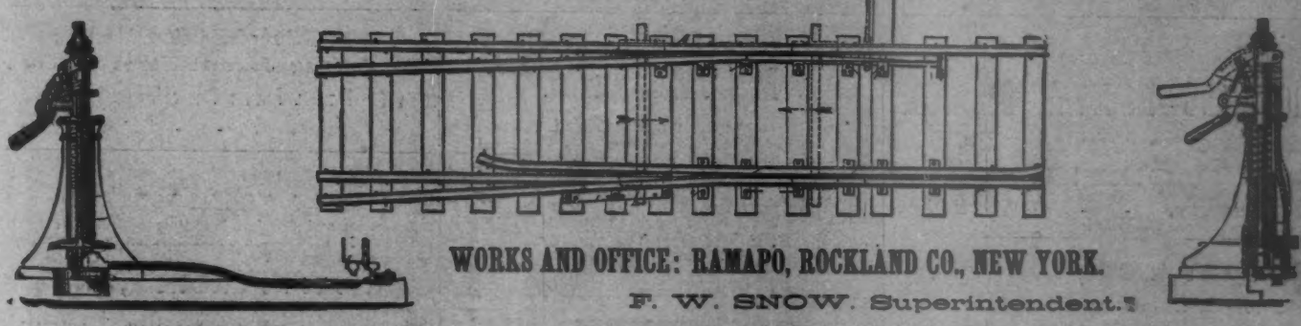
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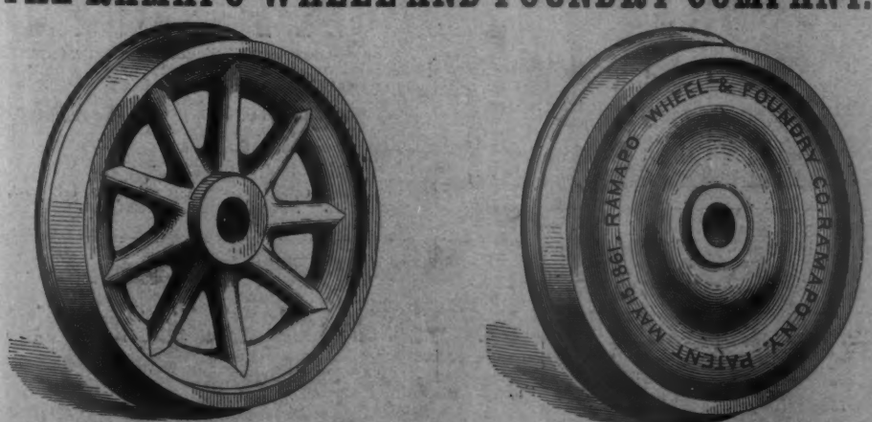
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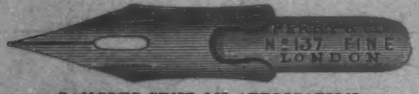
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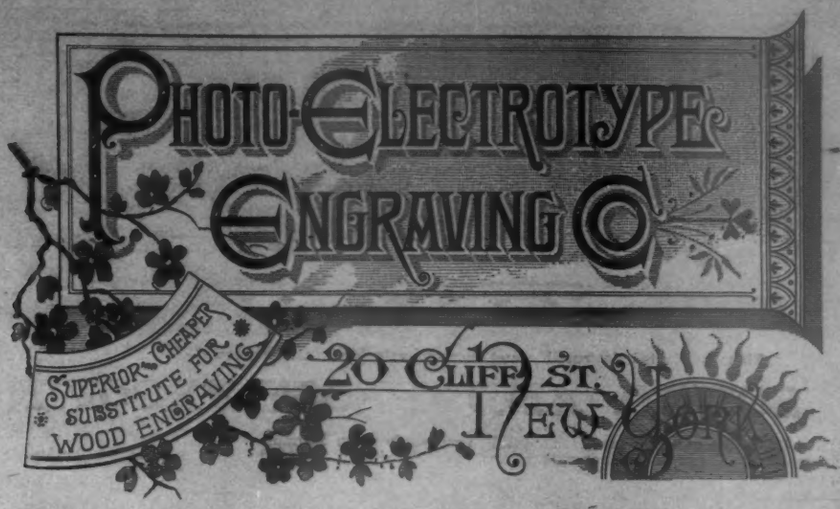
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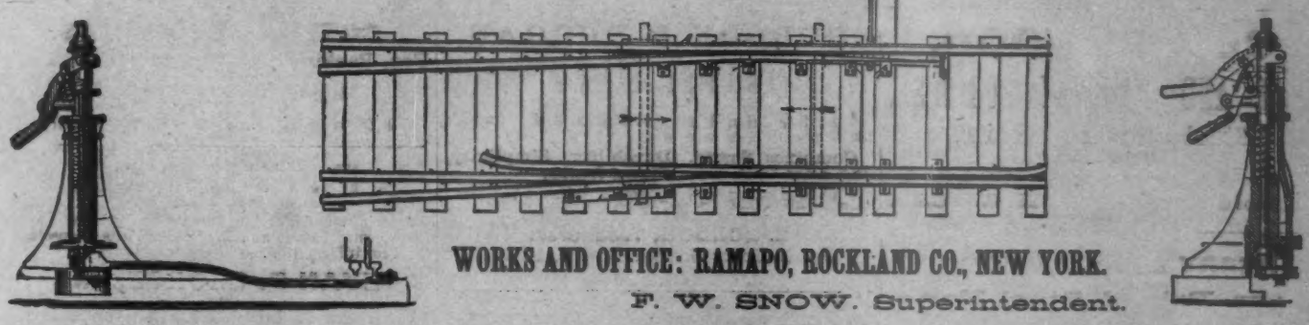


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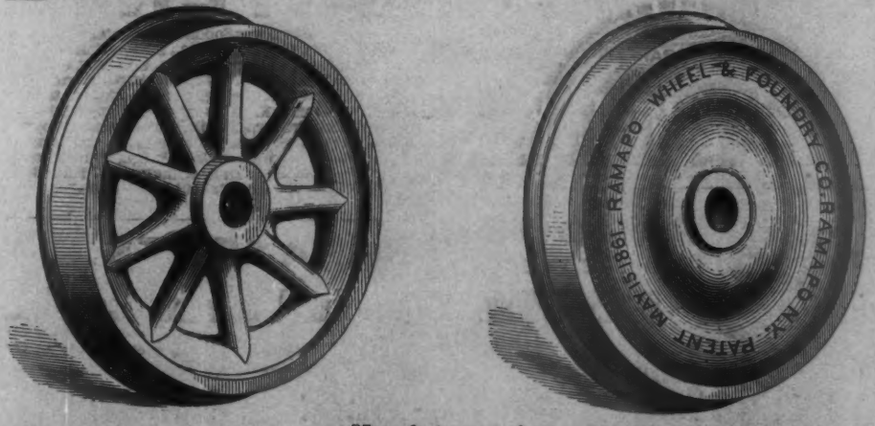
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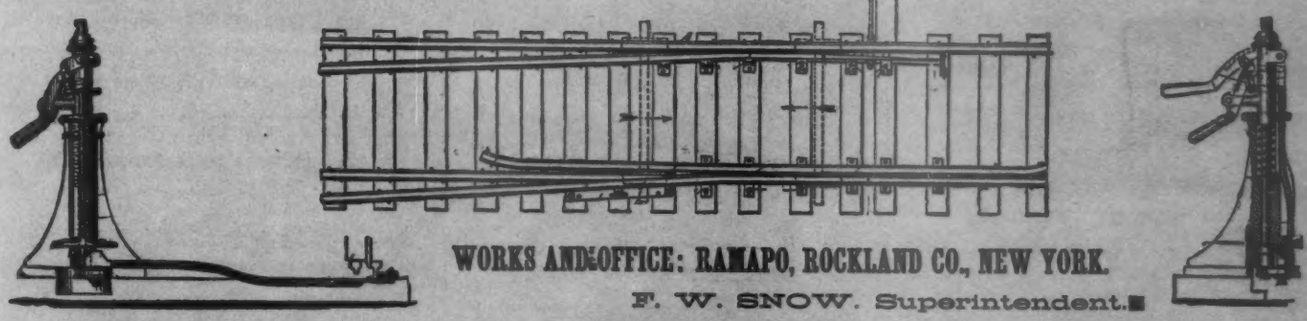
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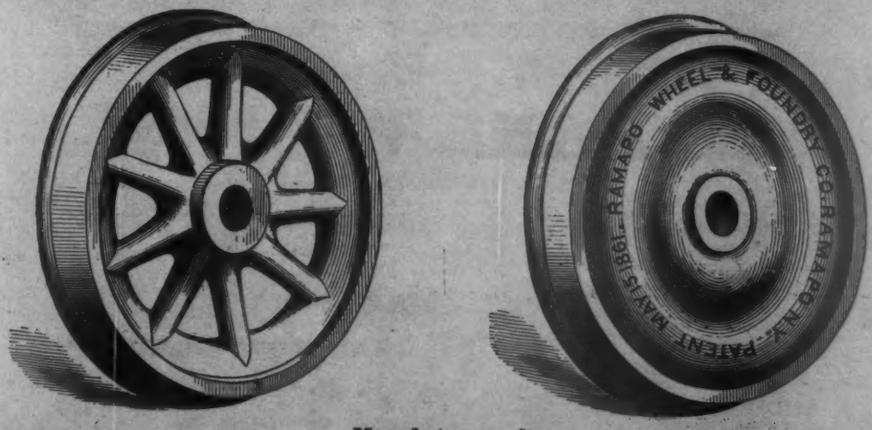
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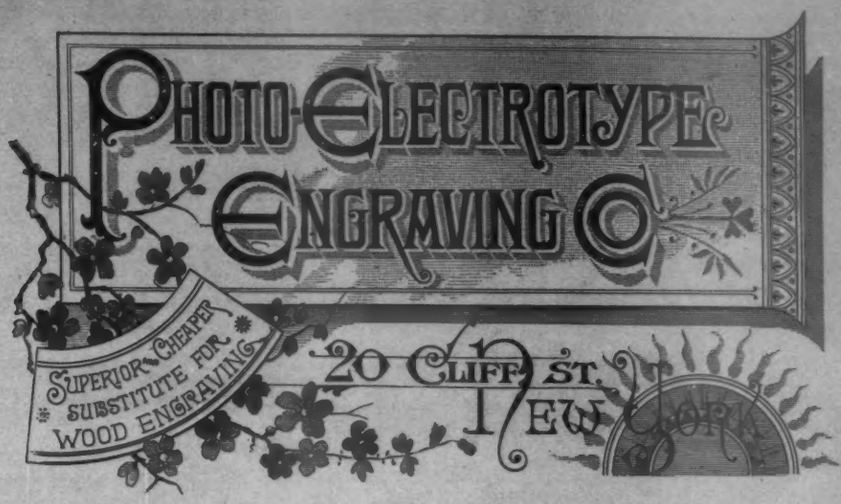
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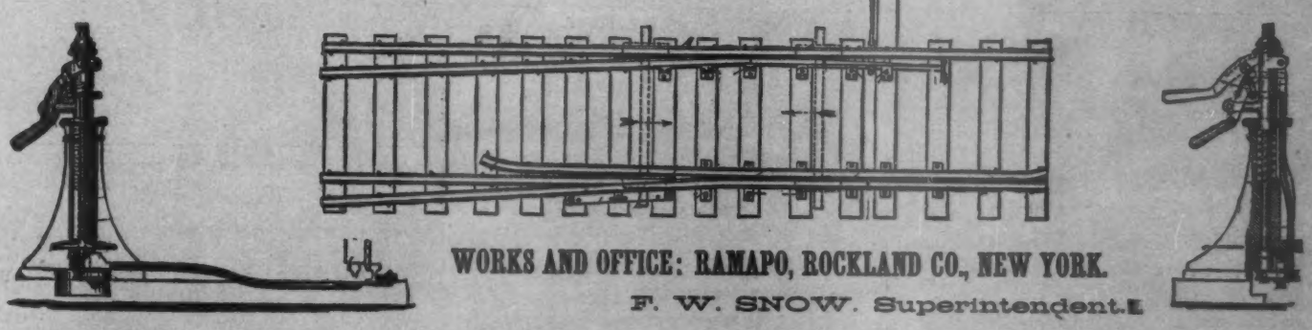


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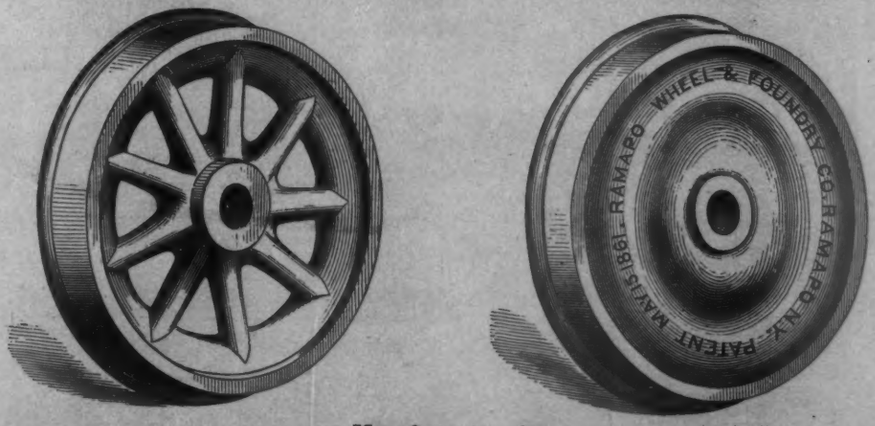
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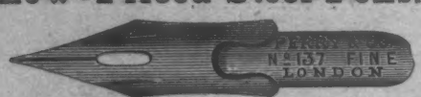
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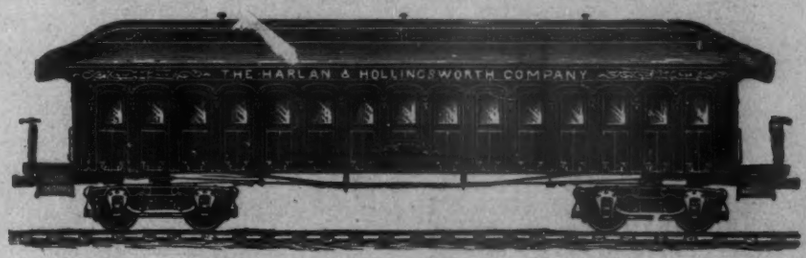
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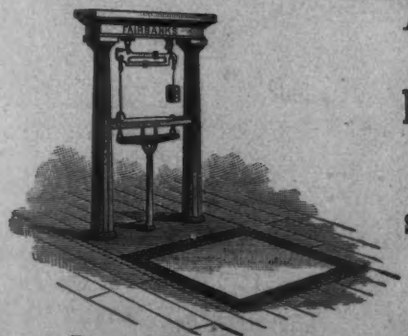
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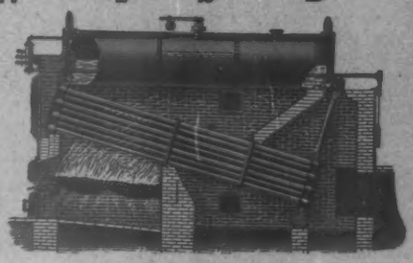
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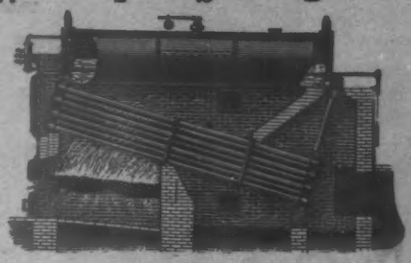
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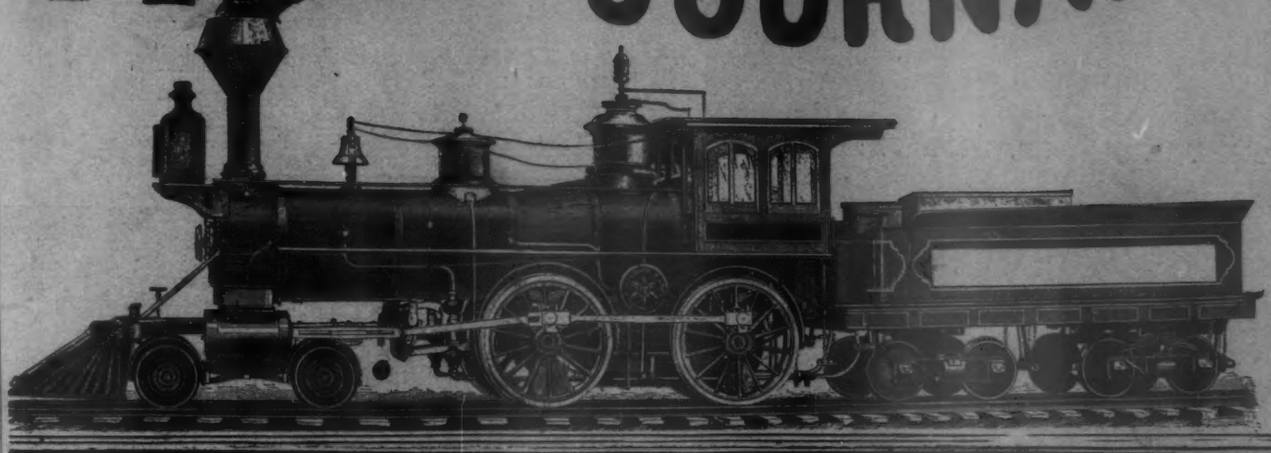
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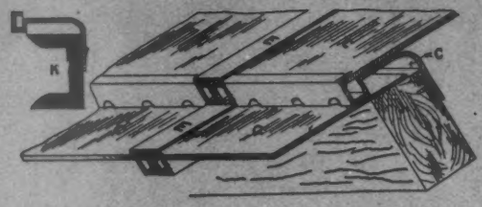
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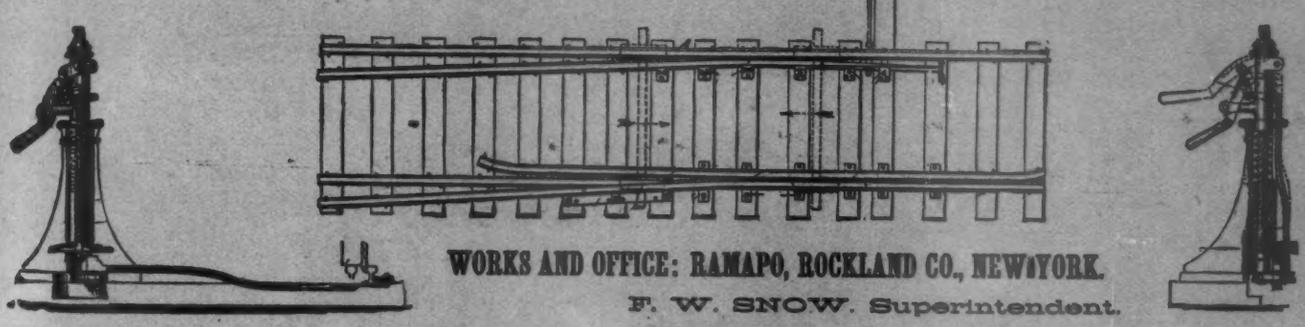


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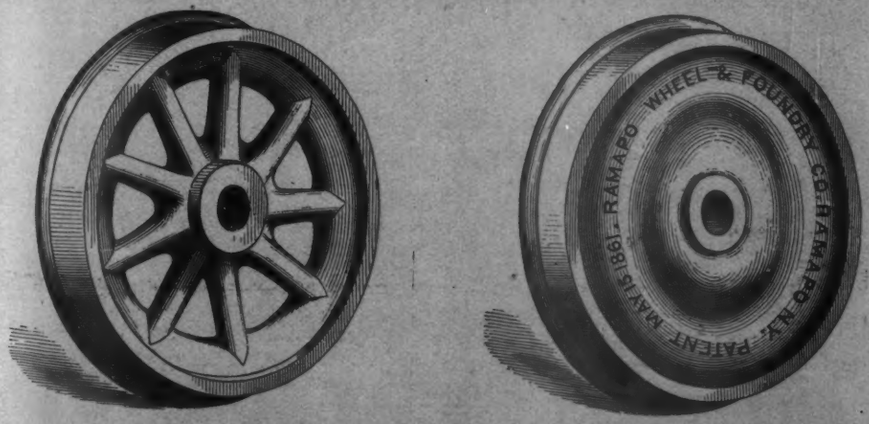
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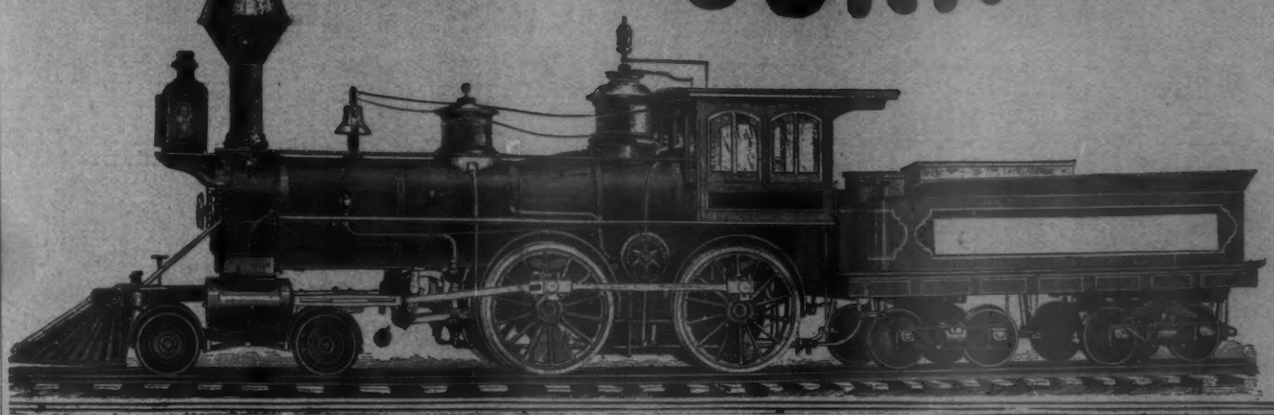
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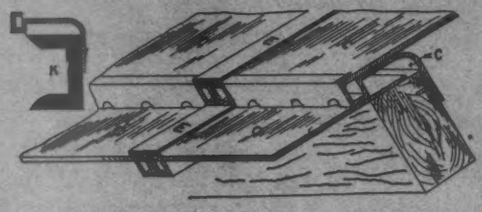
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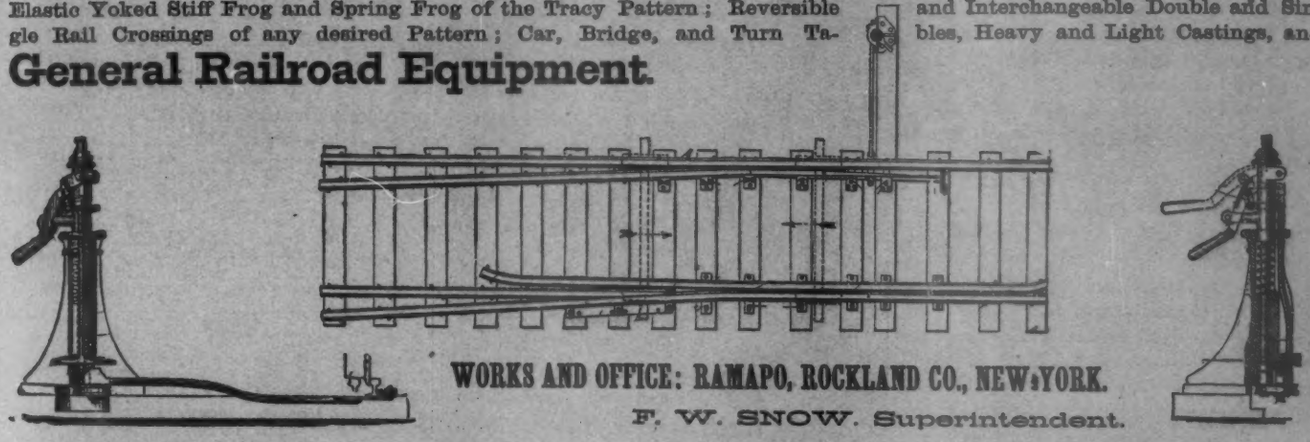
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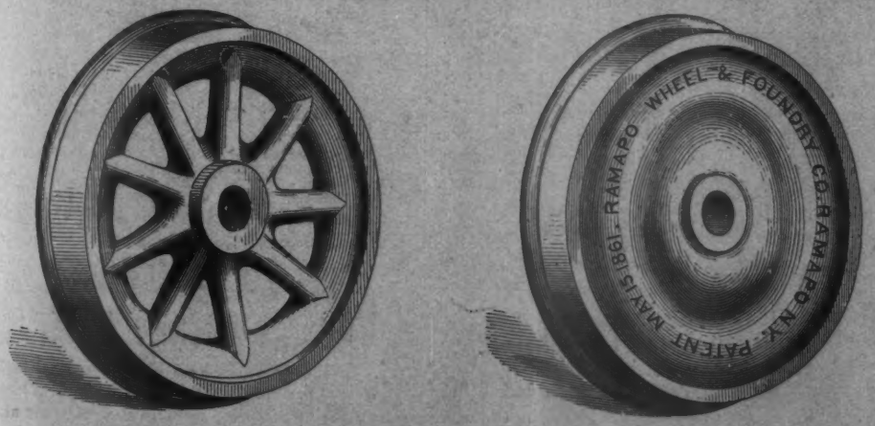
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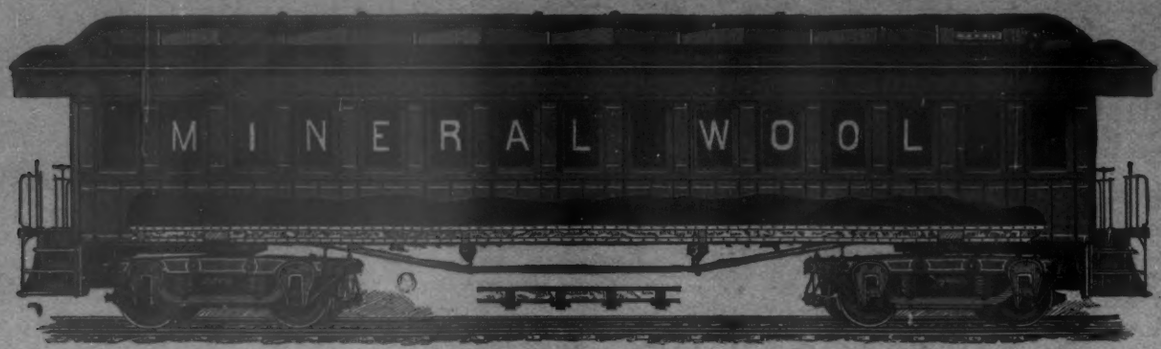
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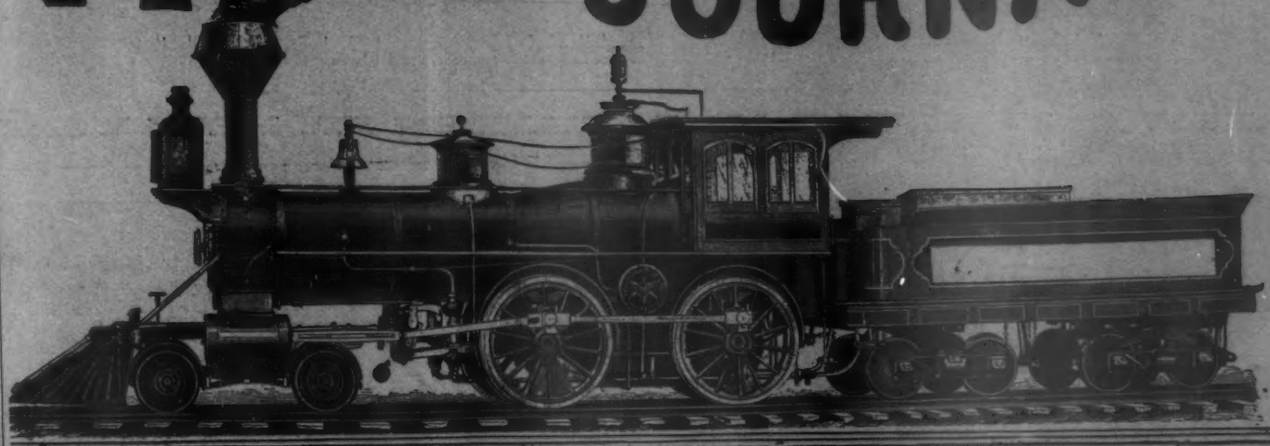
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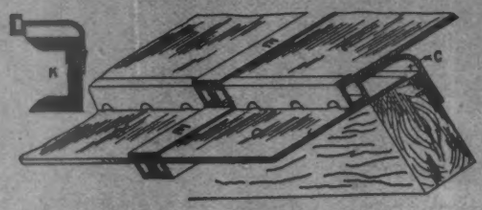
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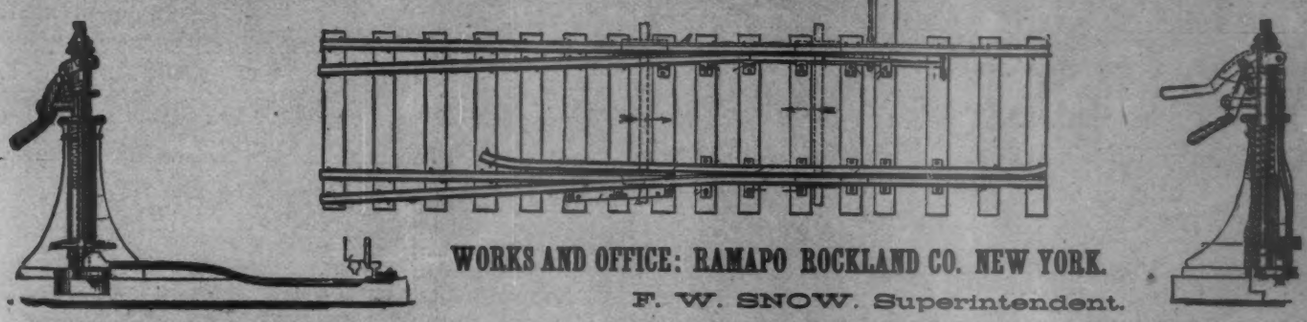
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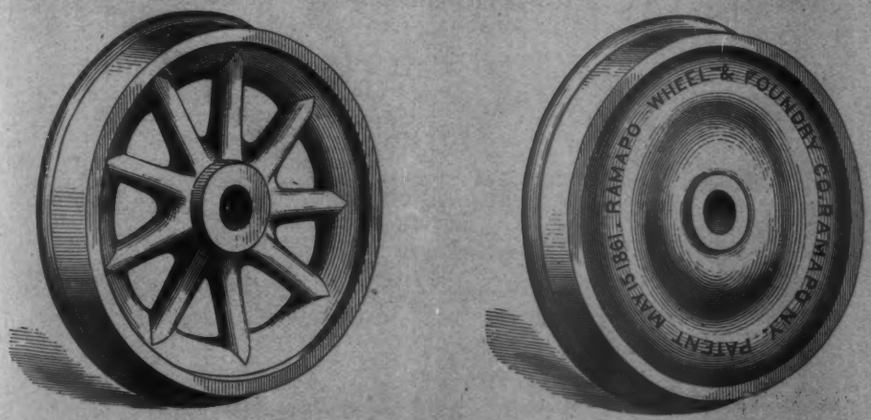
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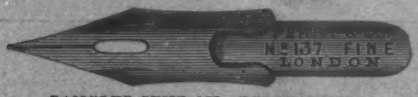
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ESTABLISHED 1831.

VOL. LV. No. 32.

NEW YORK, AUGUST 19, 1882.

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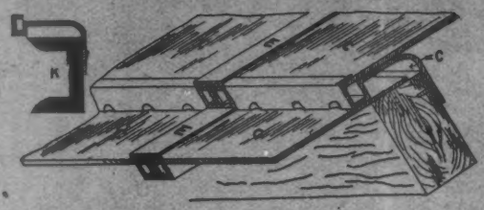
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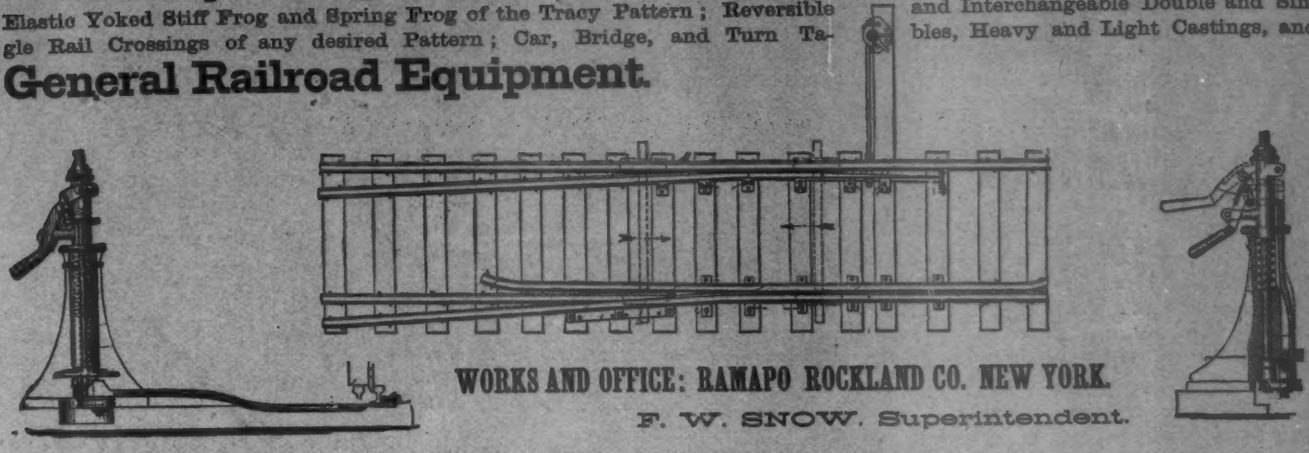
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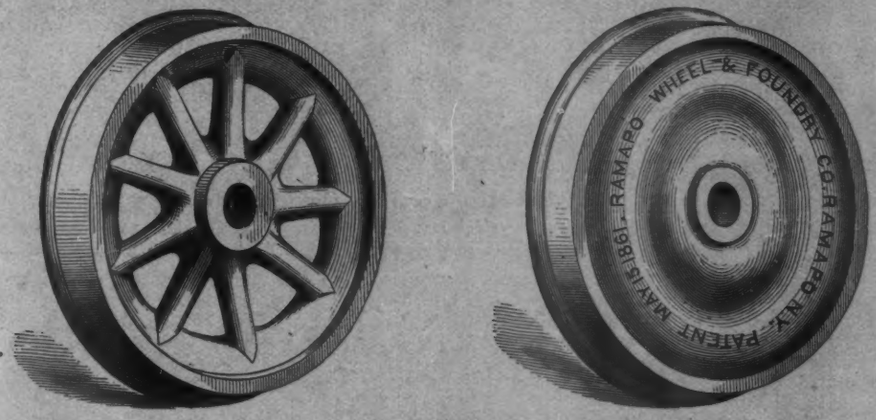
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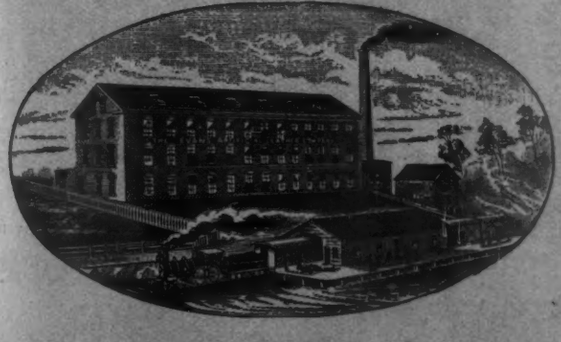


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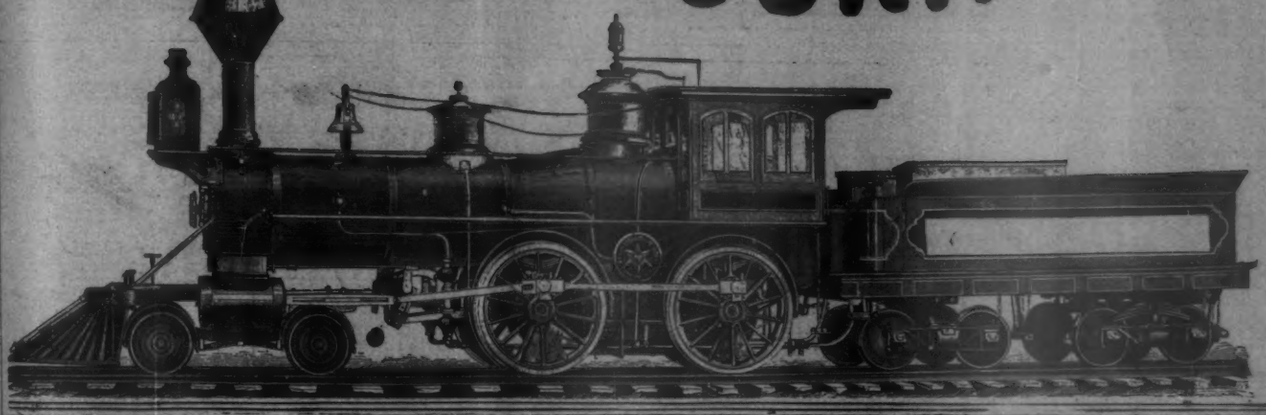
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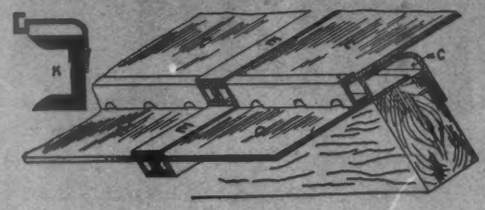
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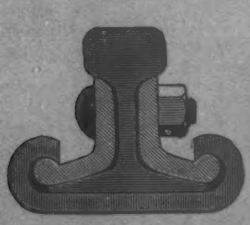
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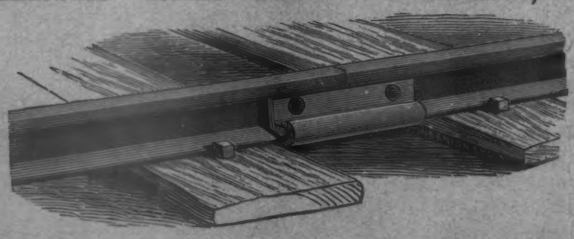
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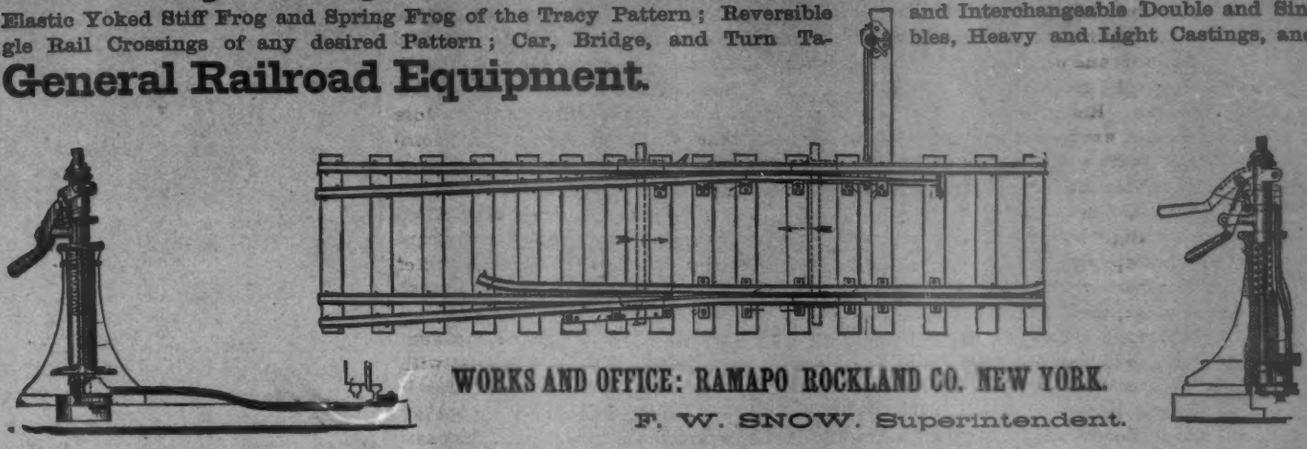
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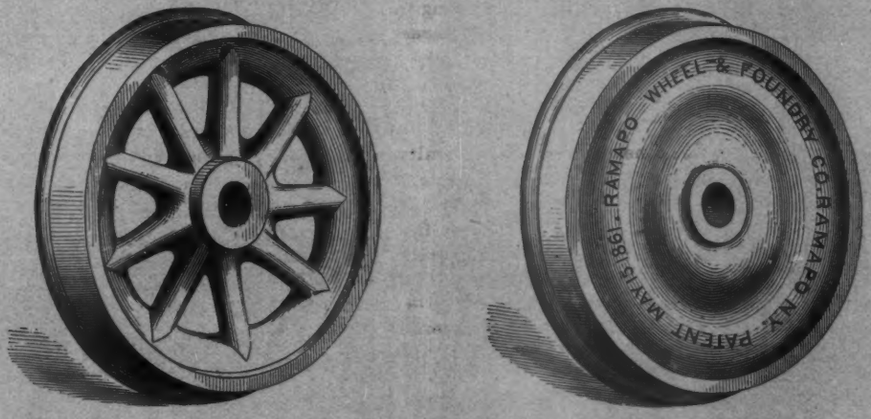
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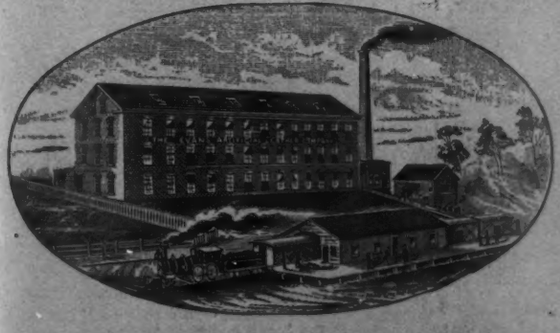
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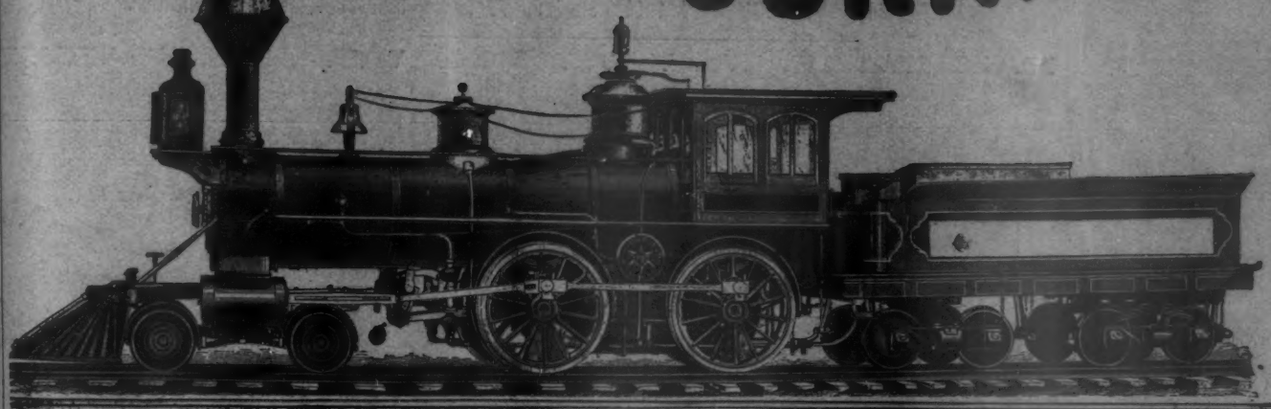
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VOL. LV
No. 34.

NEW YORK, SEPT. 2, 1882.

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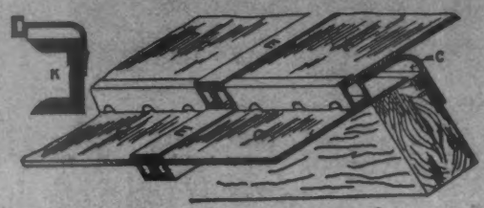
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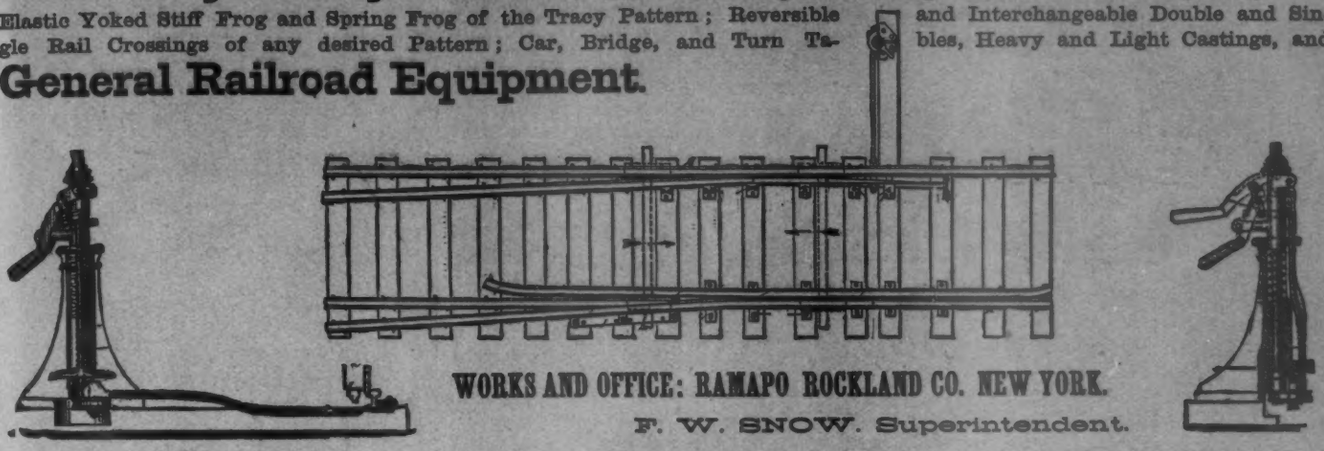
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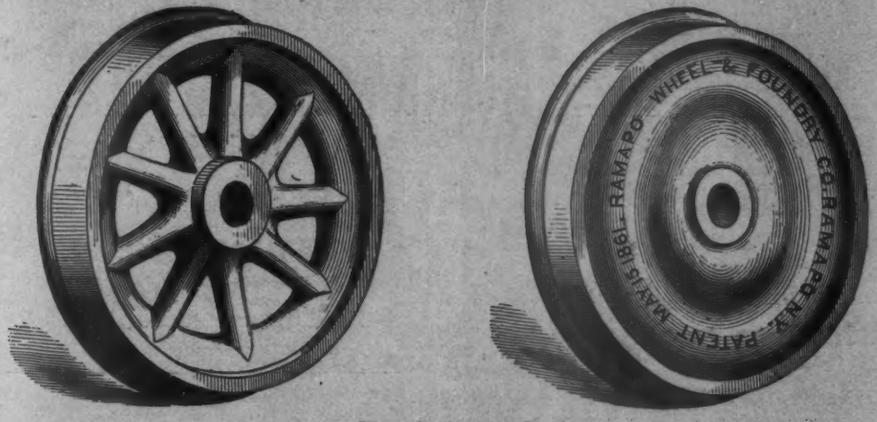
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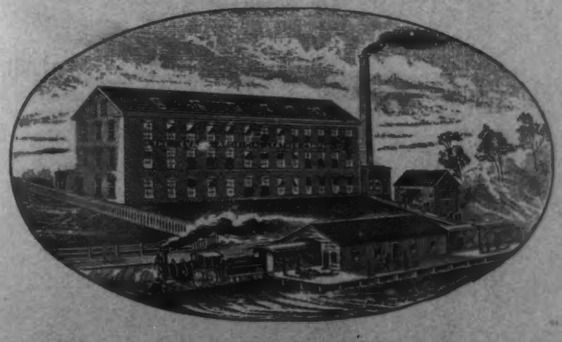


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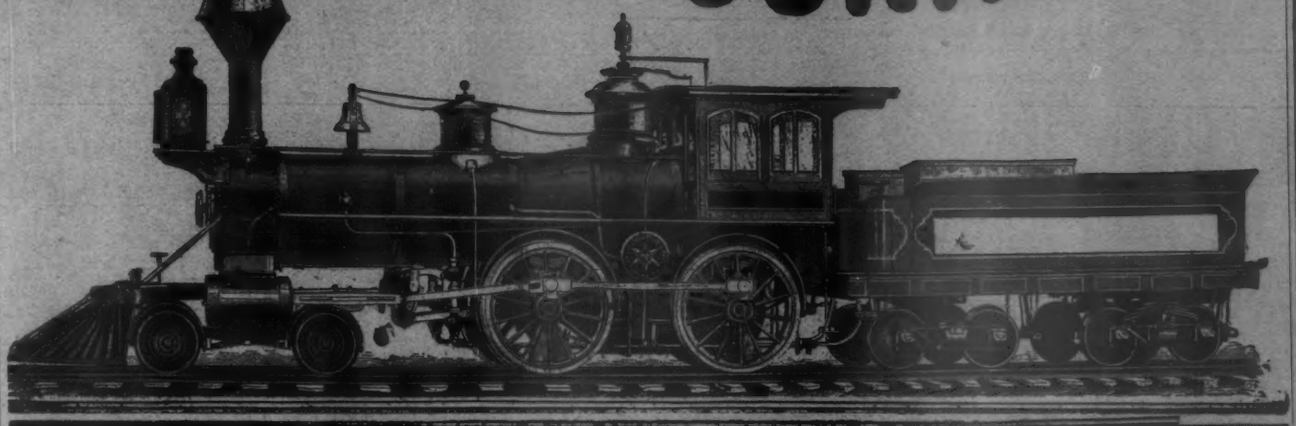
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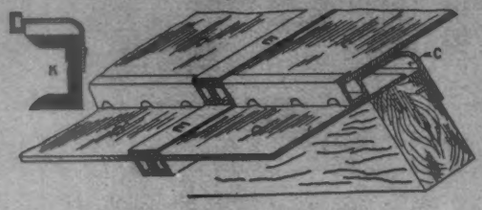
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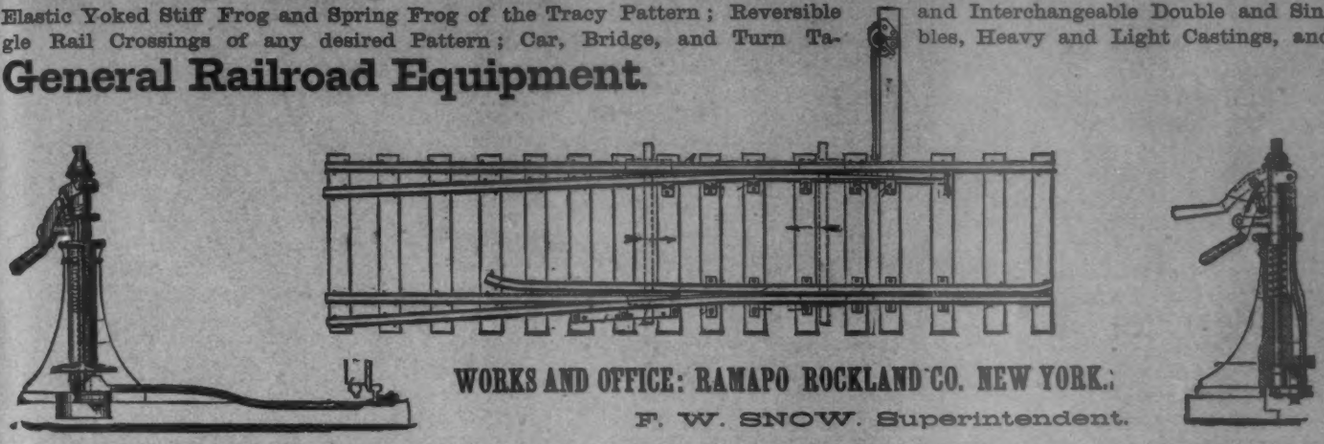
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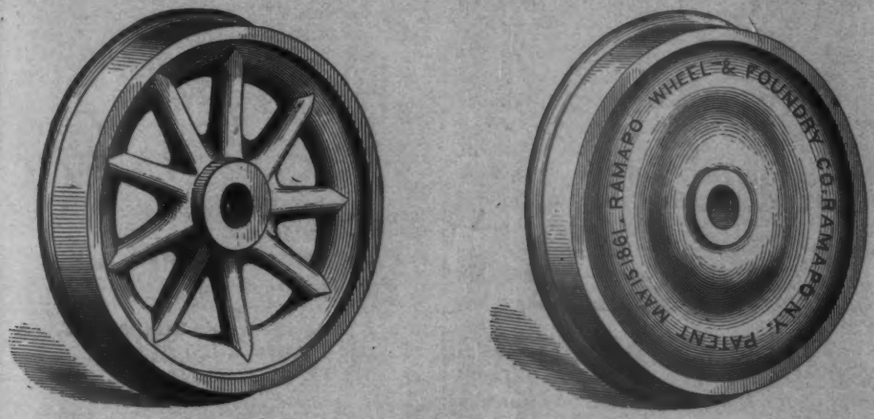
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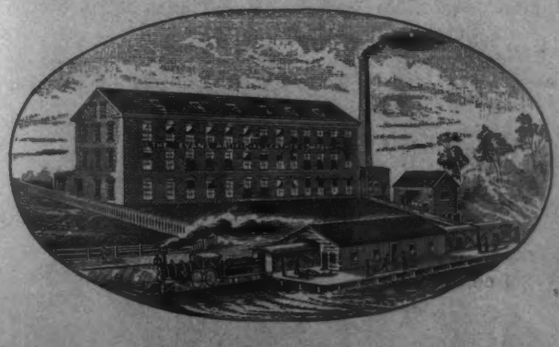


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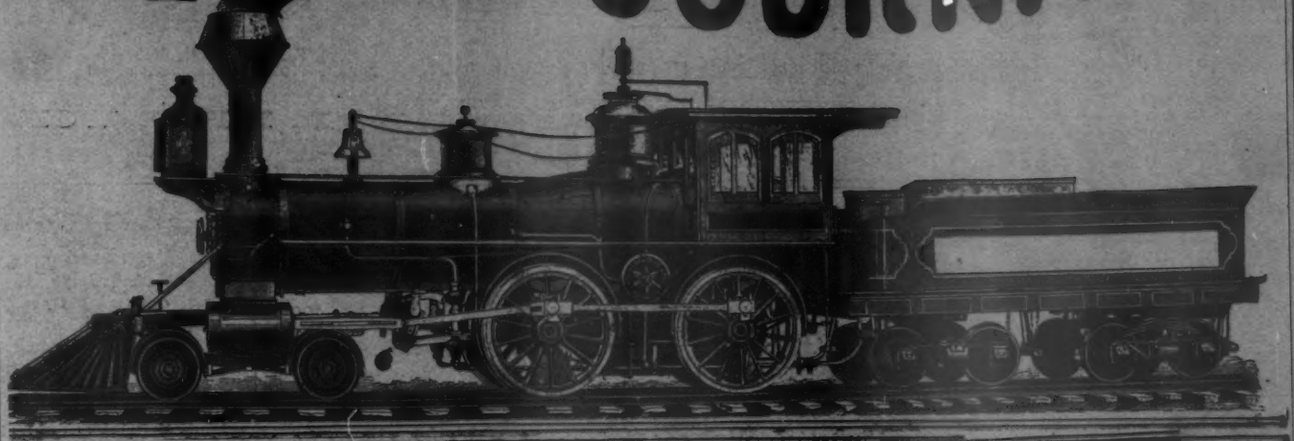
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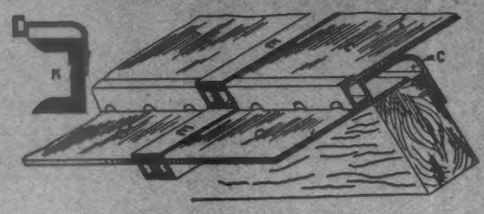
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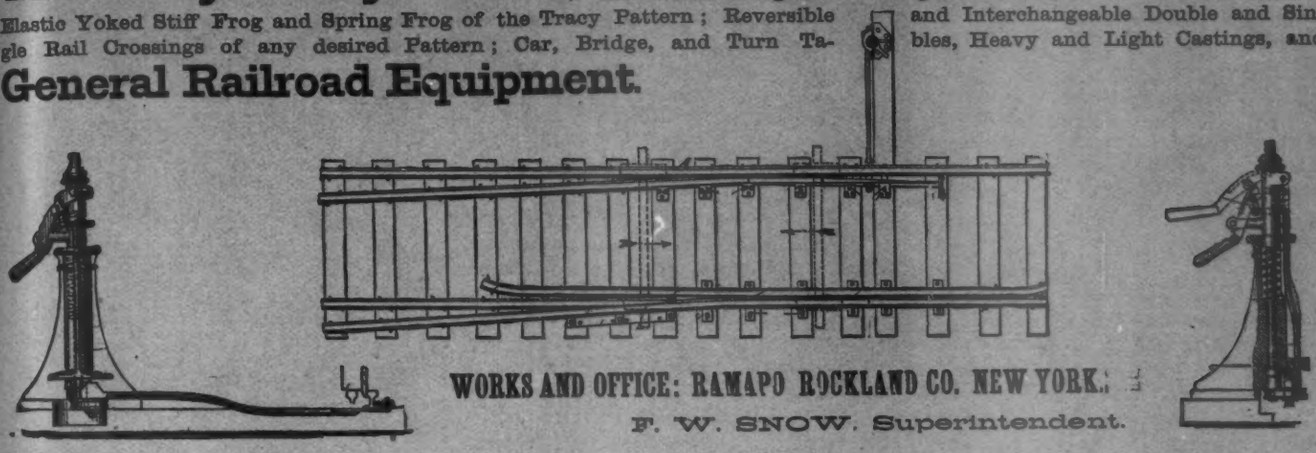
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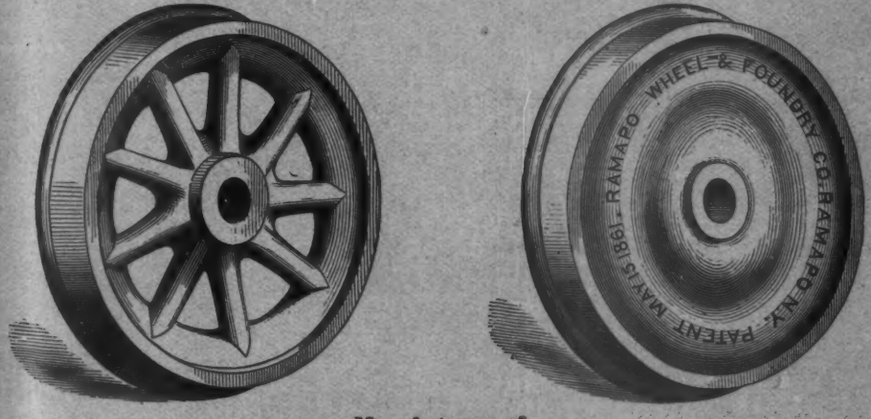
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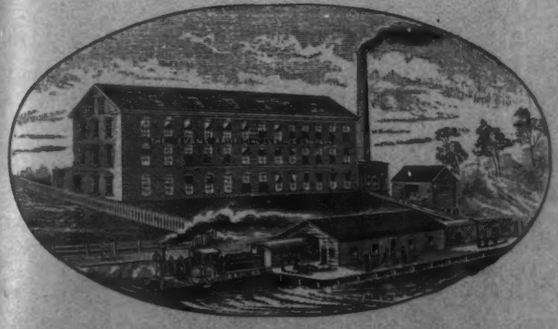
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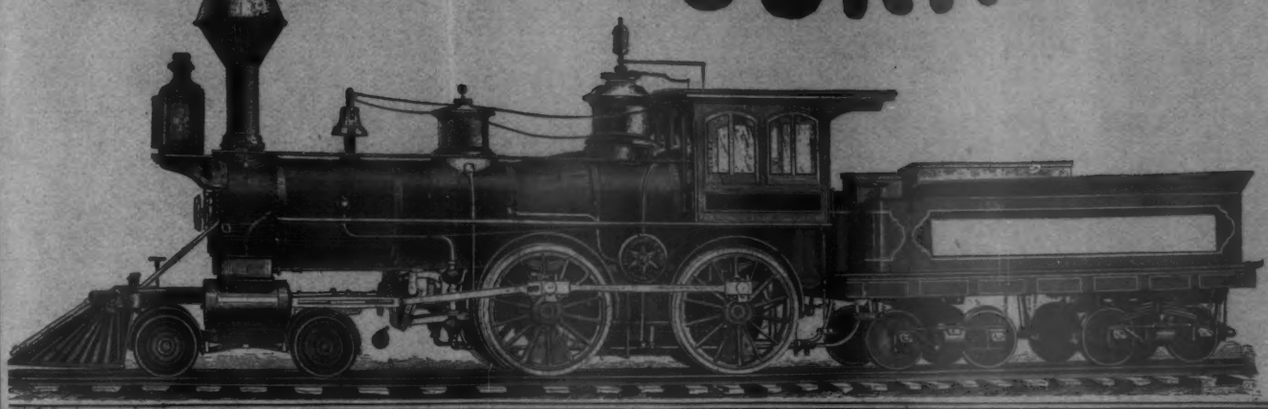
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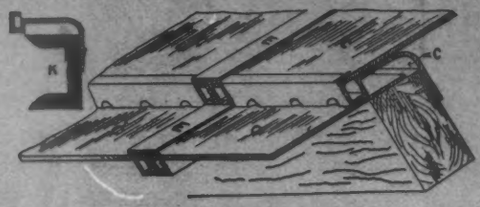
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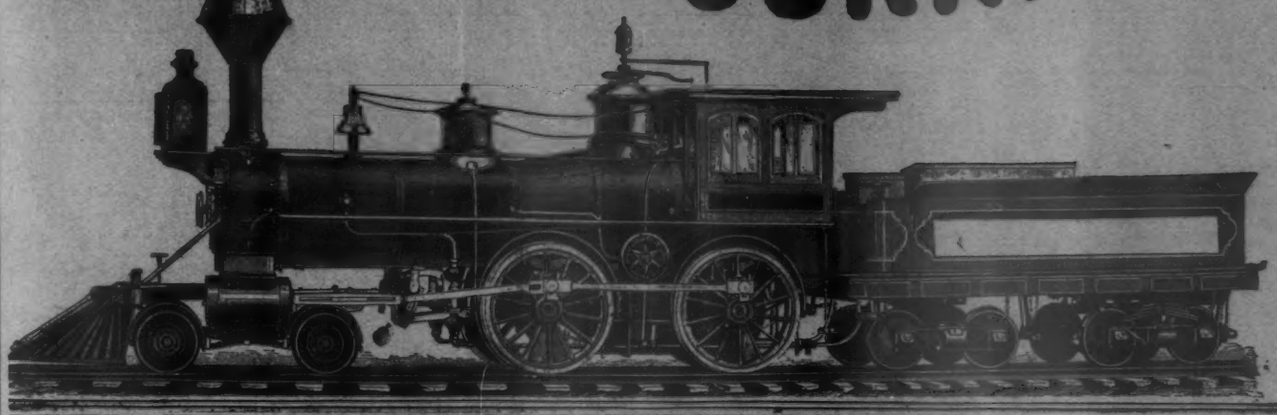


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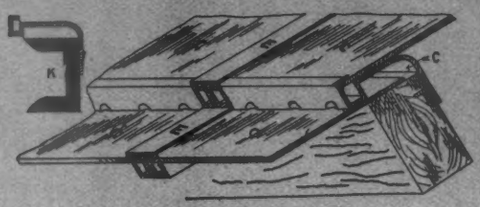
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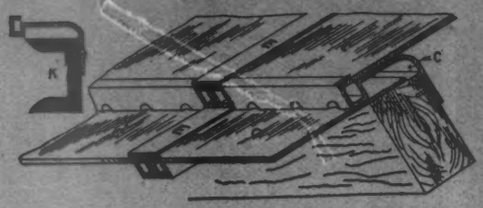
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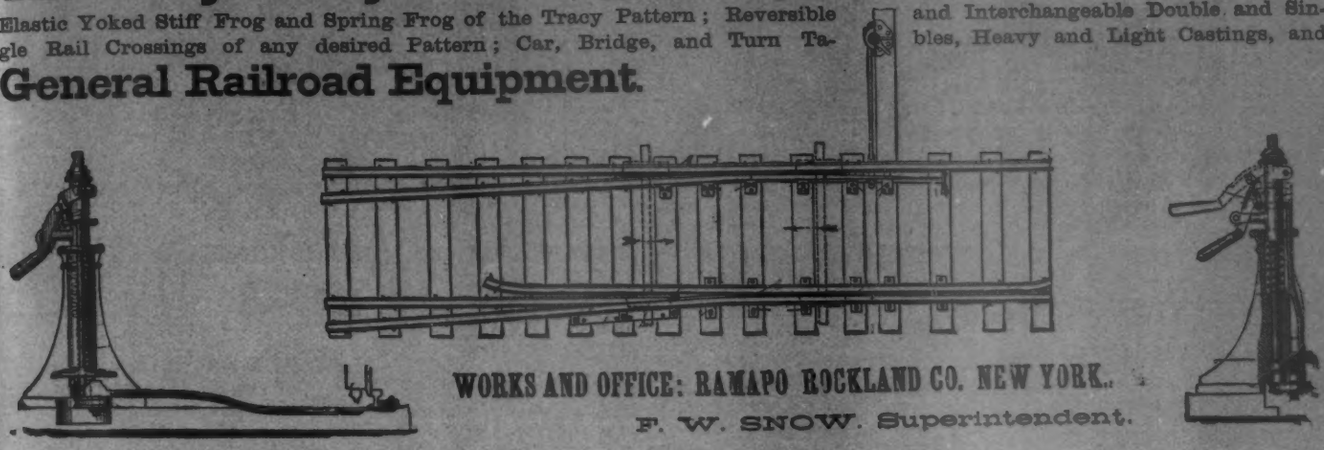
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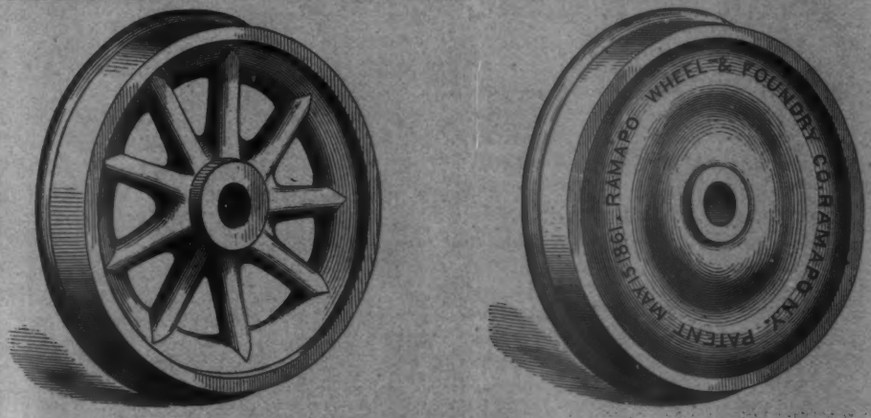
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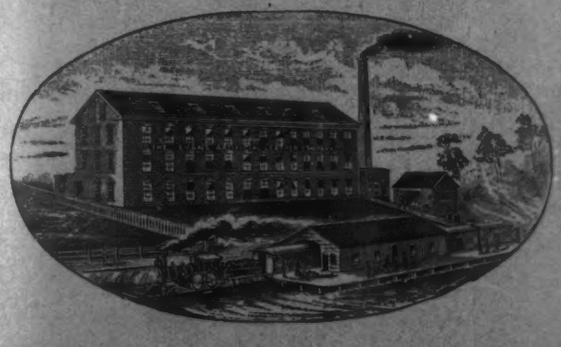


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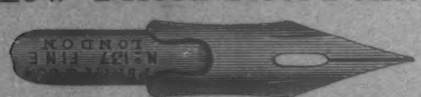
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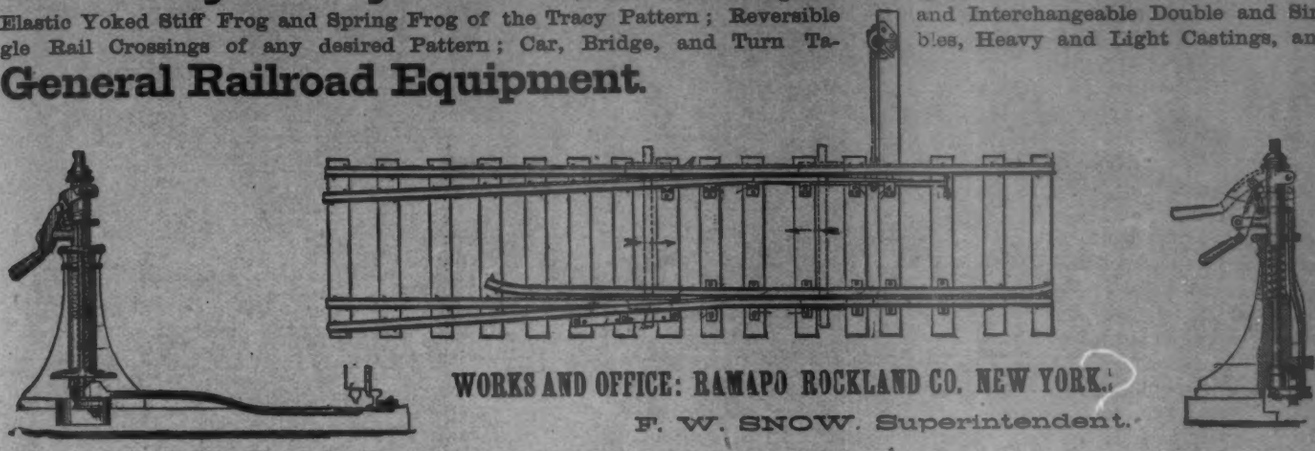
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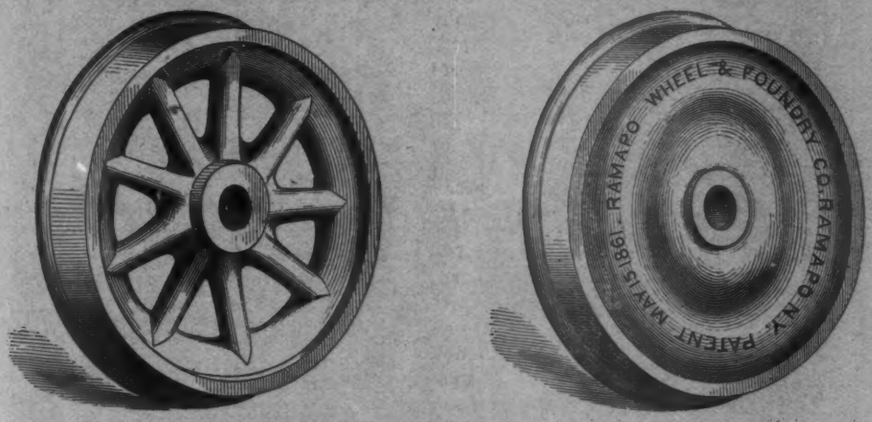
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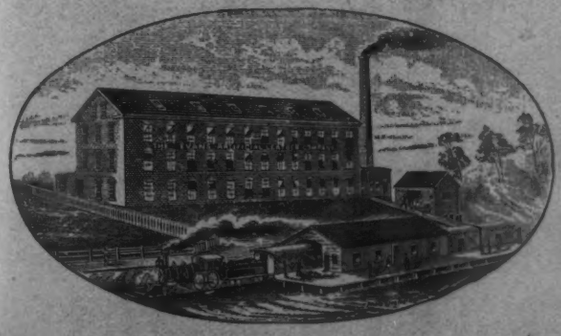


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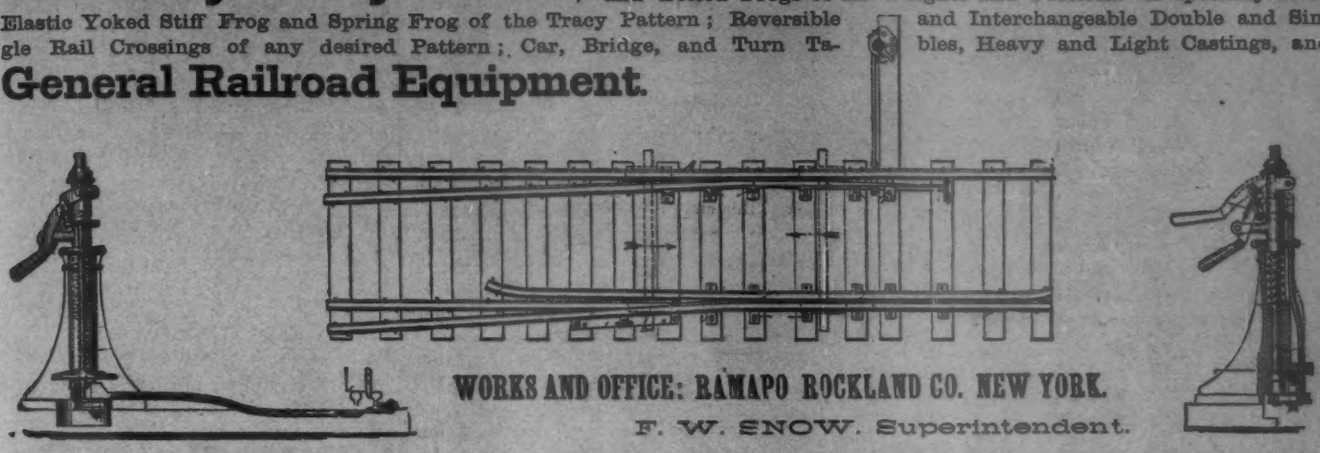
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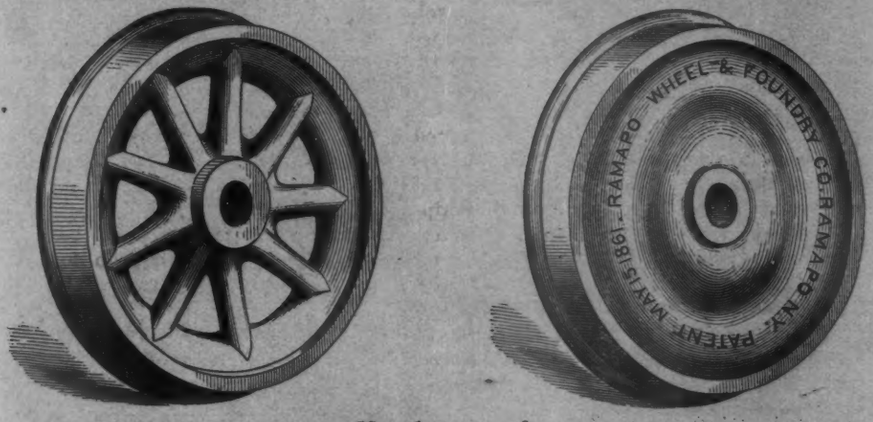
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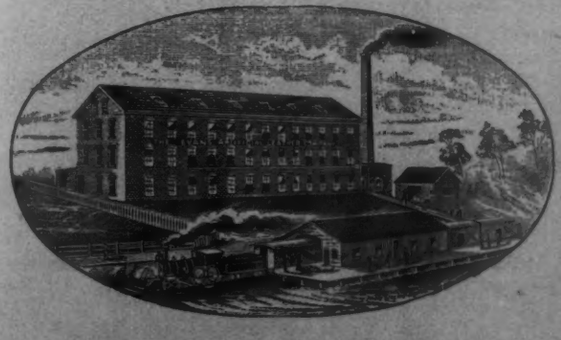
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NEW YORK, OCTOBER 14, 1882.

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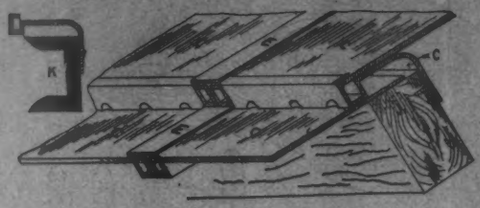
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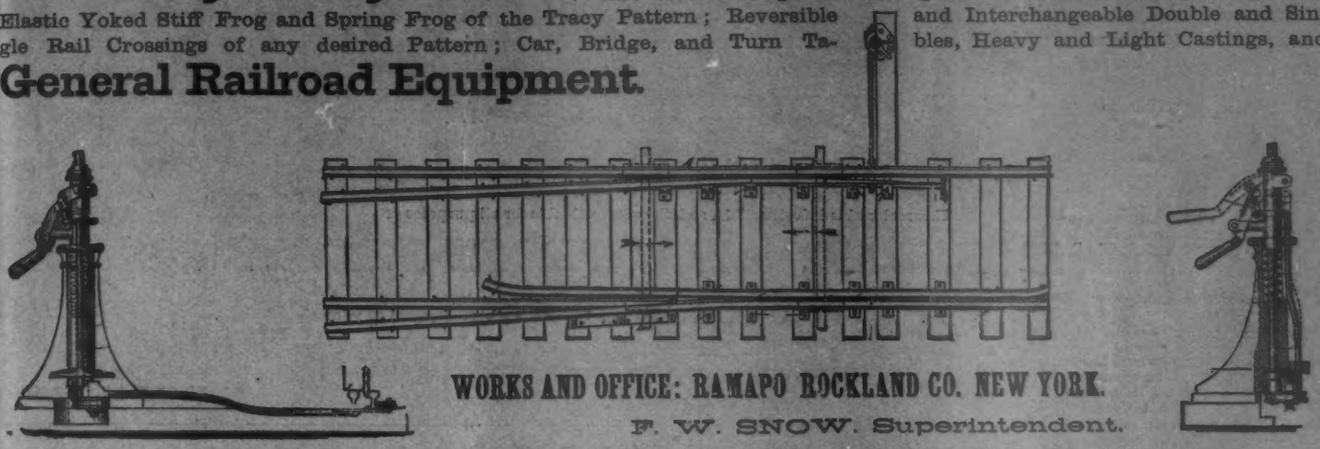
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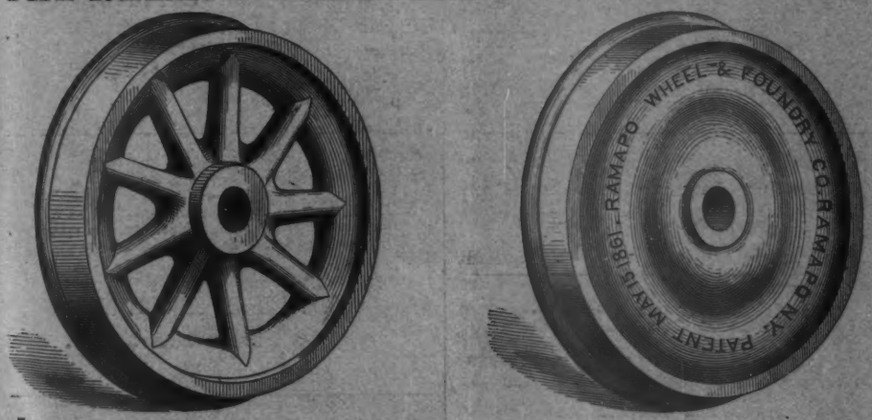
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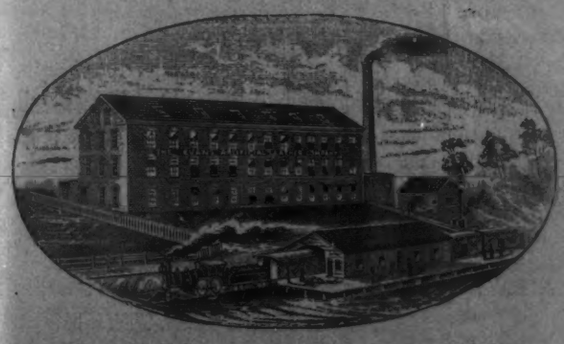


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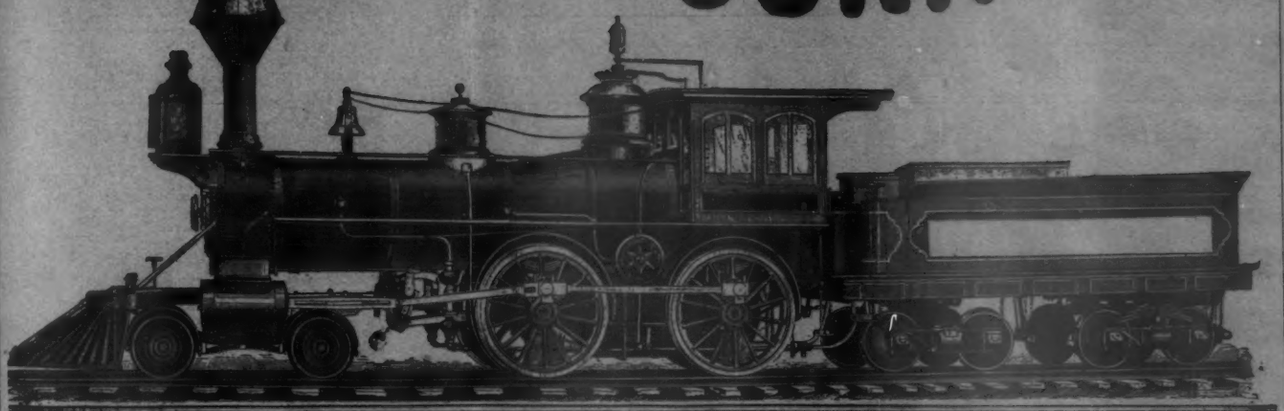
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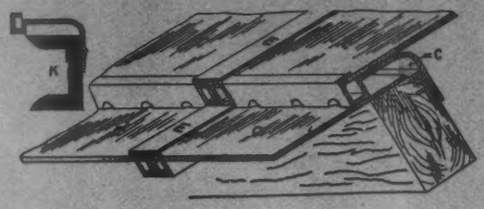
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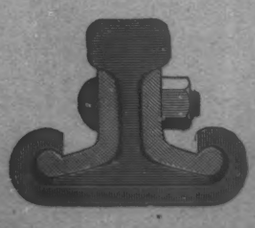
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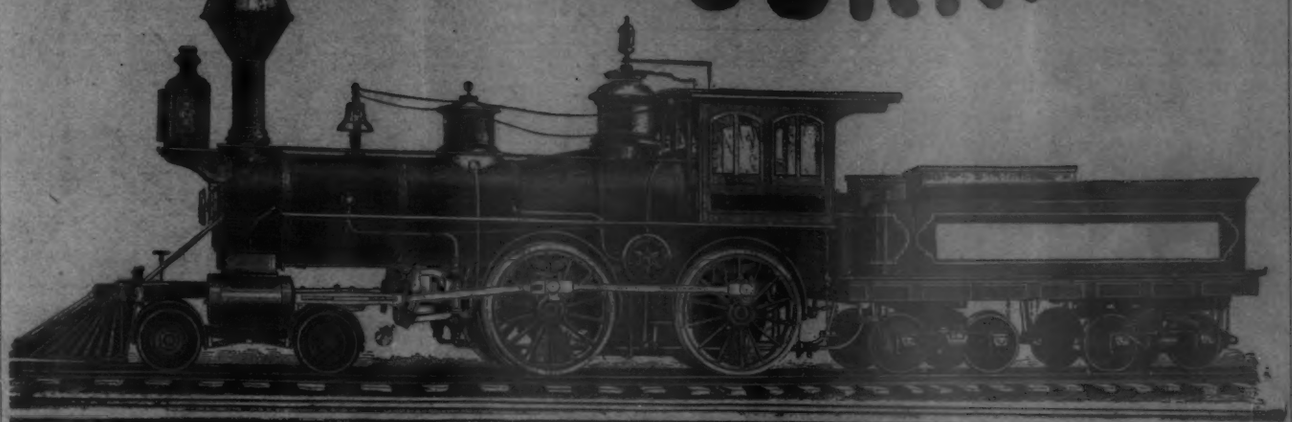
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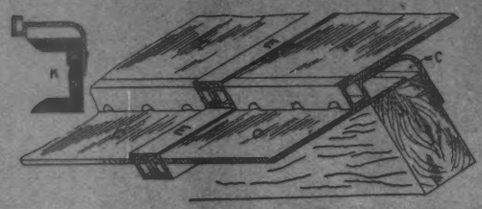
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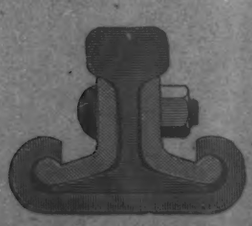
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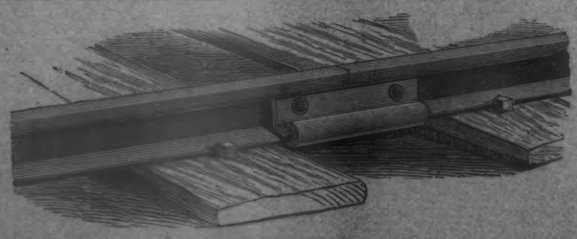
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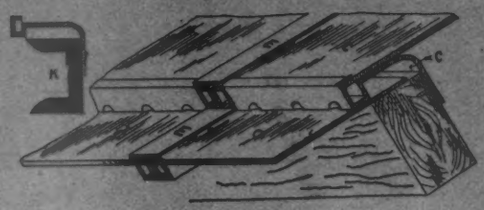
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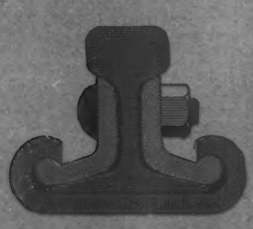
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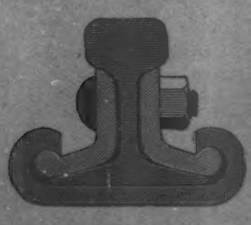
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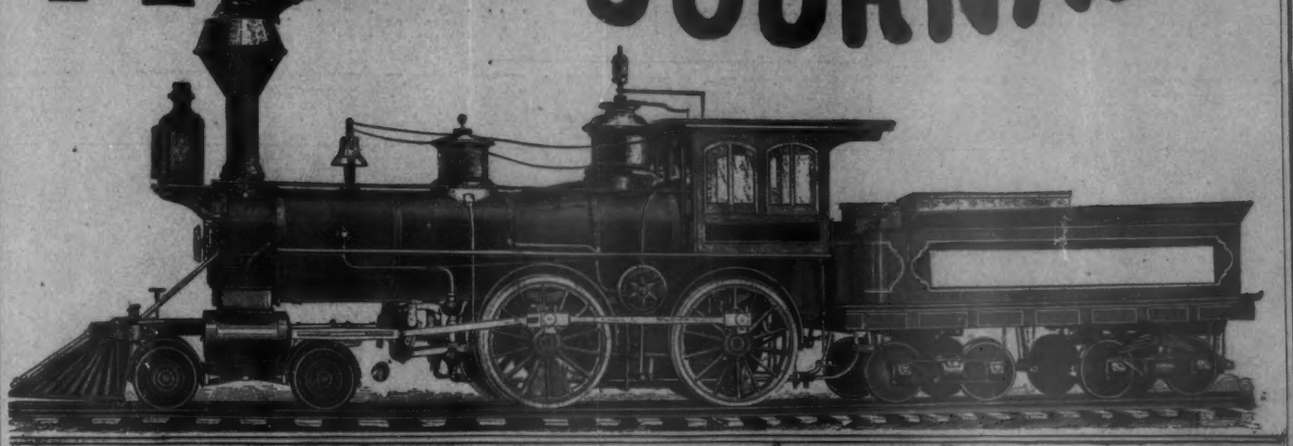
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NEW YORK, NOV. 18, 1882.

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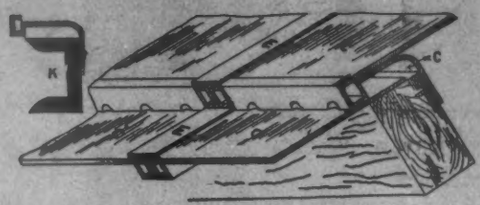
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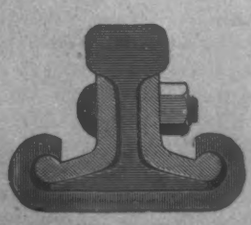
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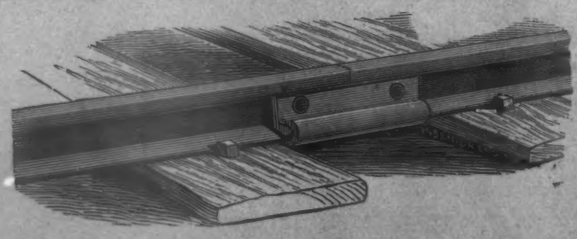
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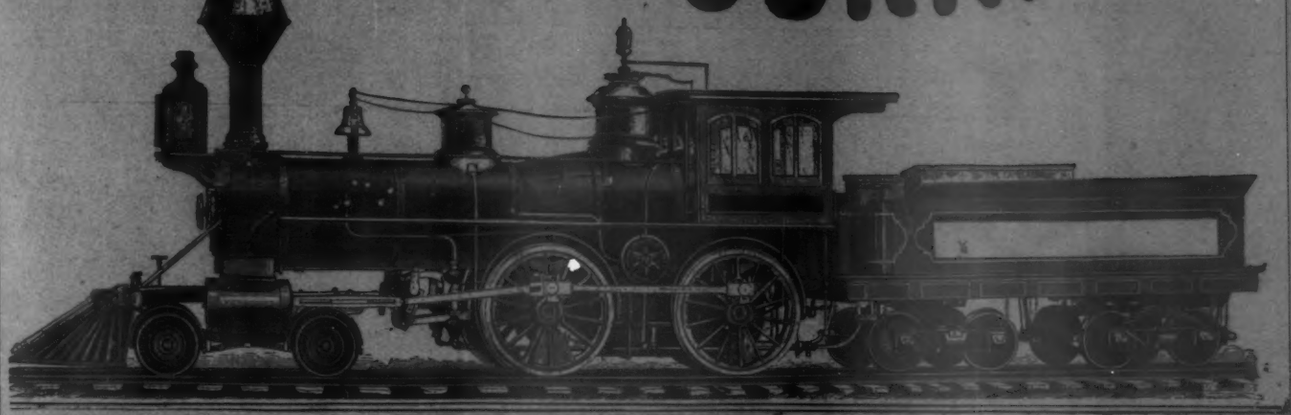
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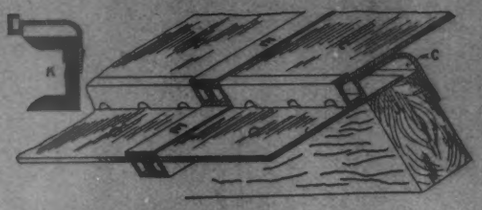
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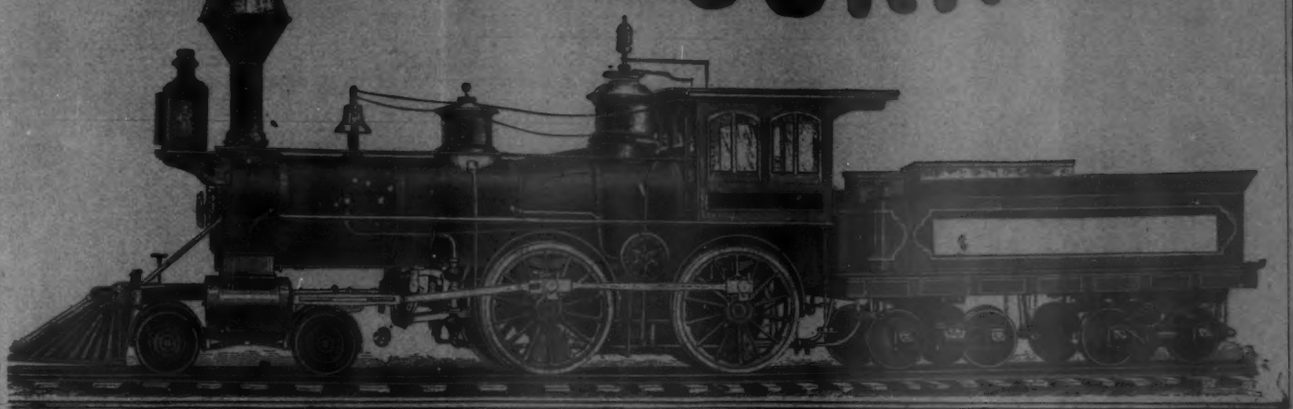
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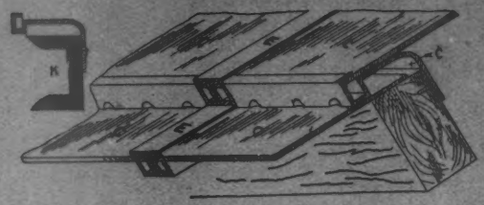
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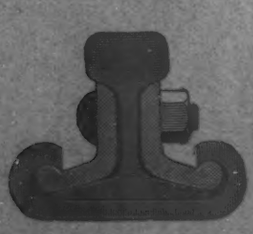
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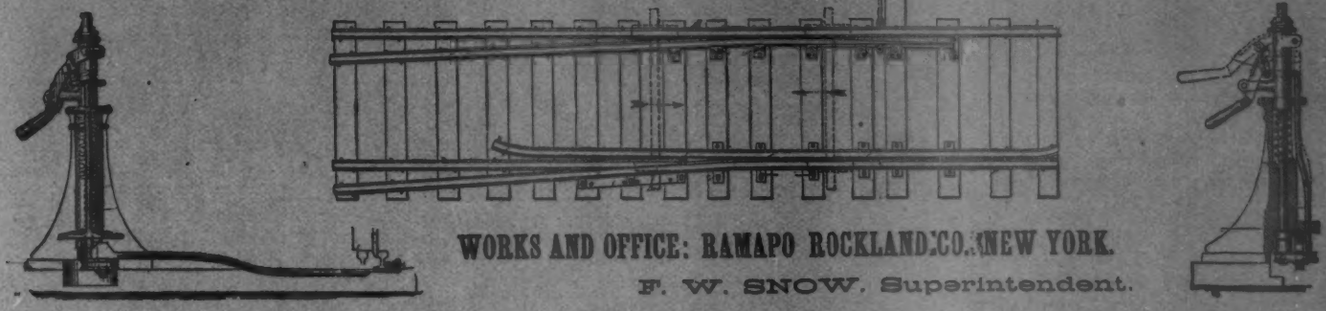
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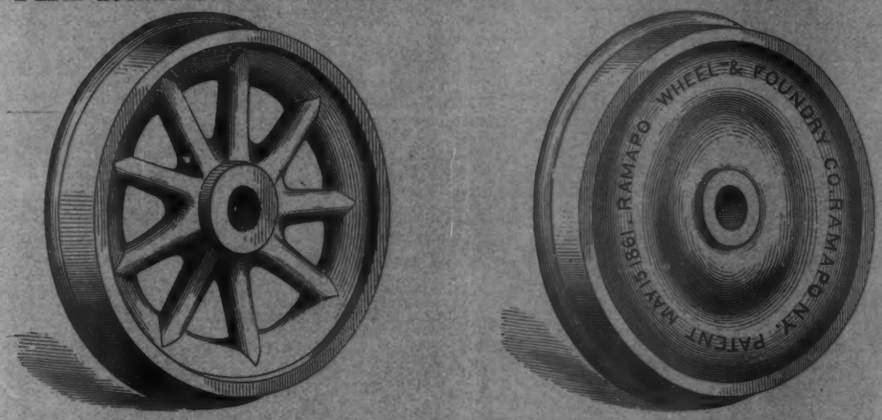
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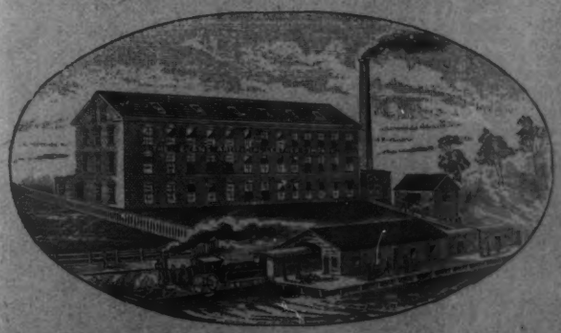


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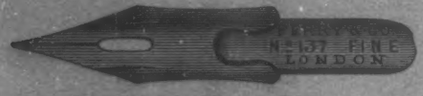
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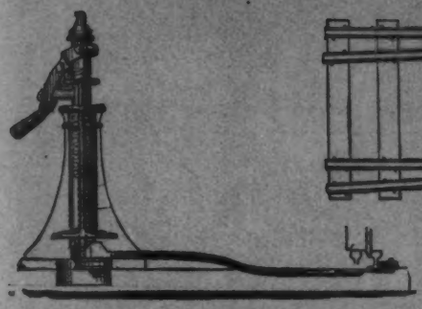
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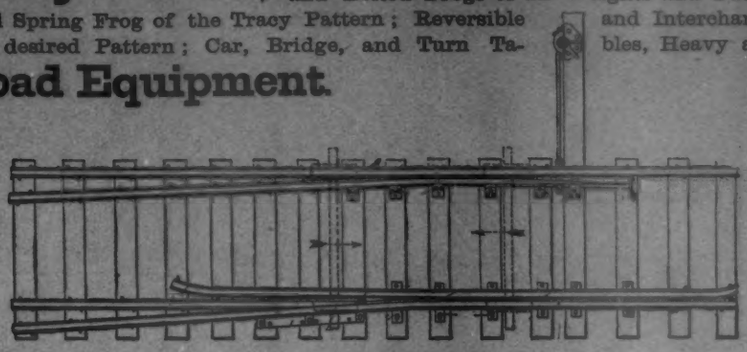
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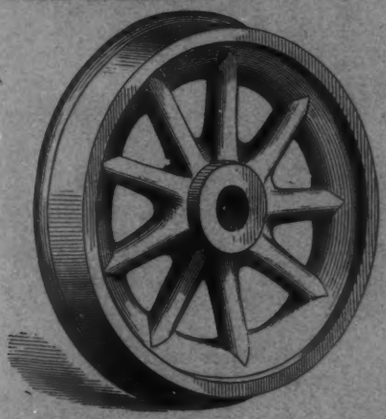




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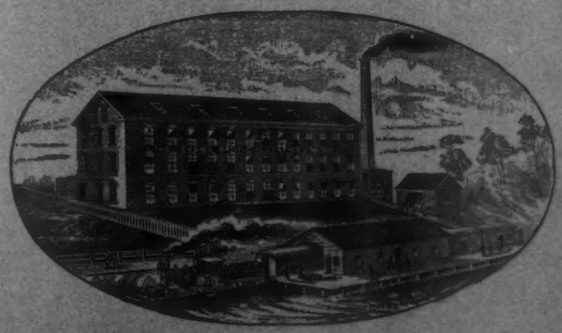


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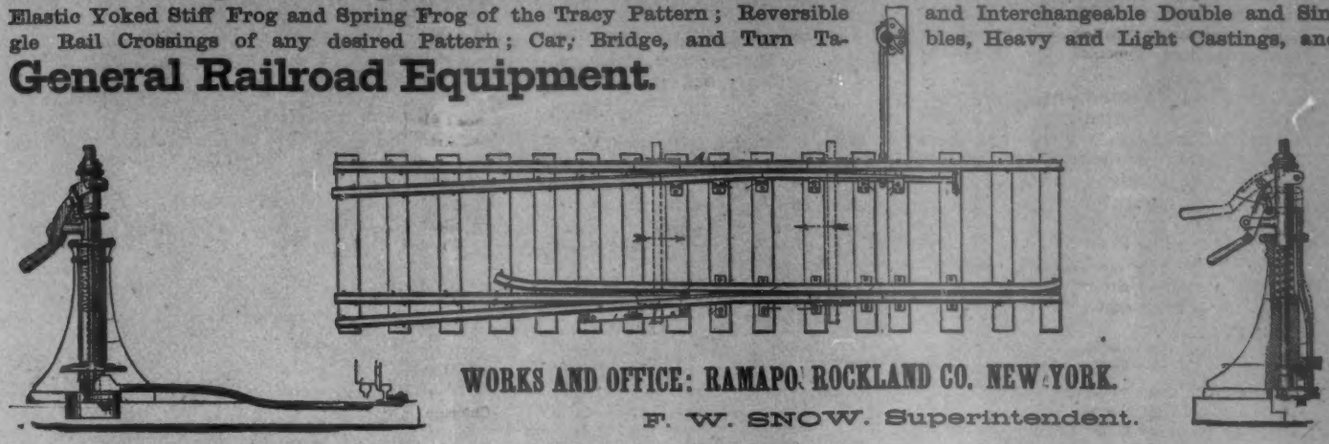
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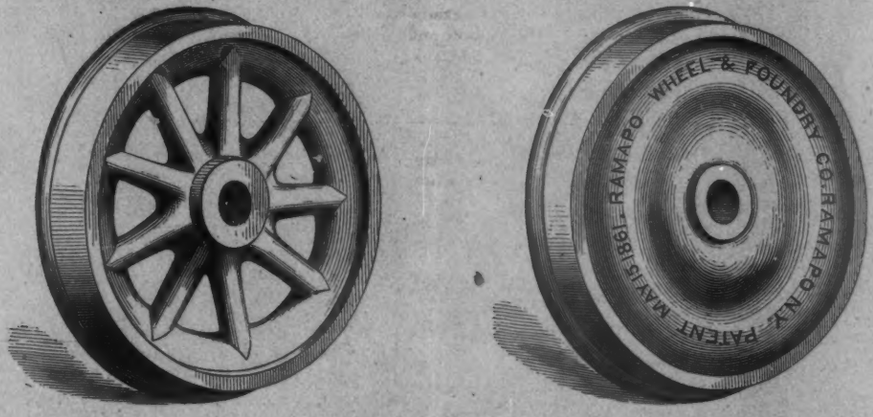
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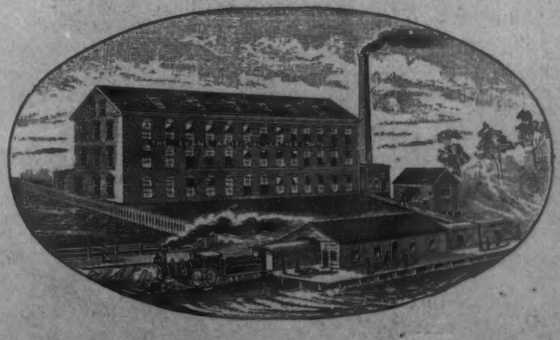


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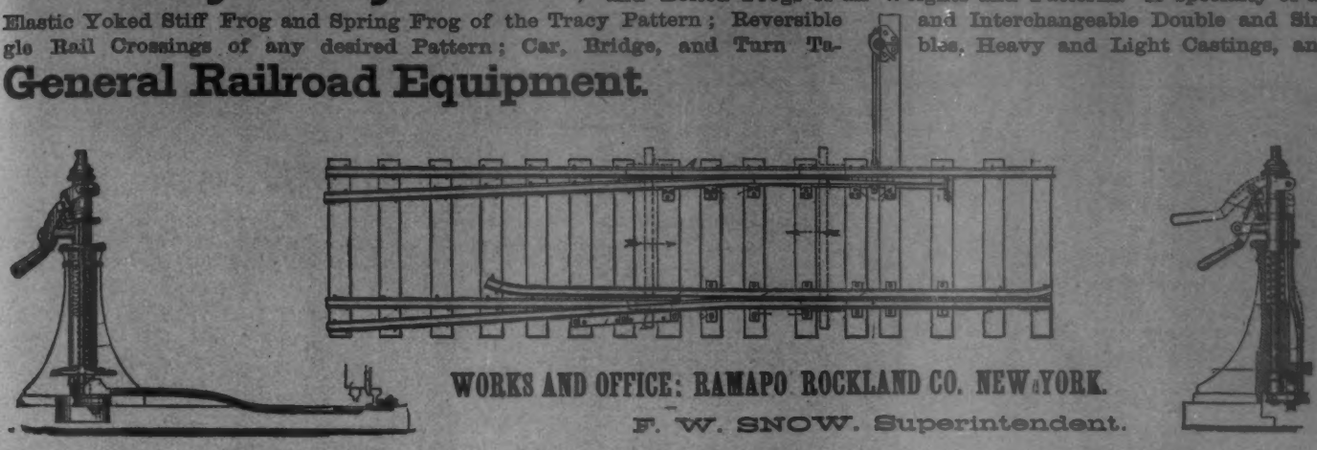
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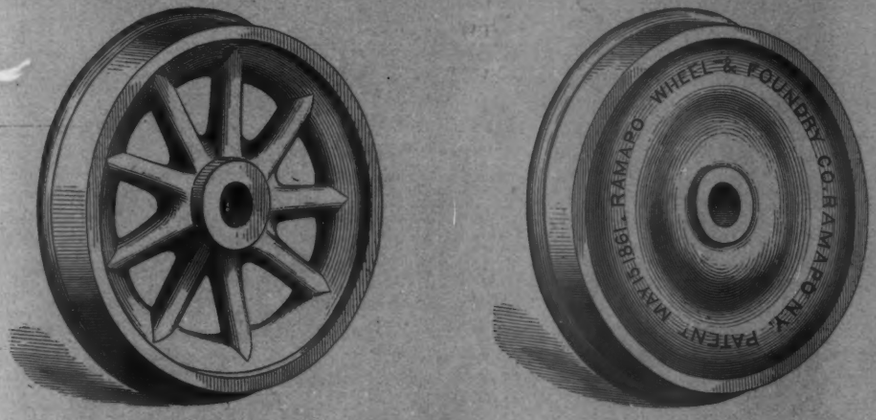
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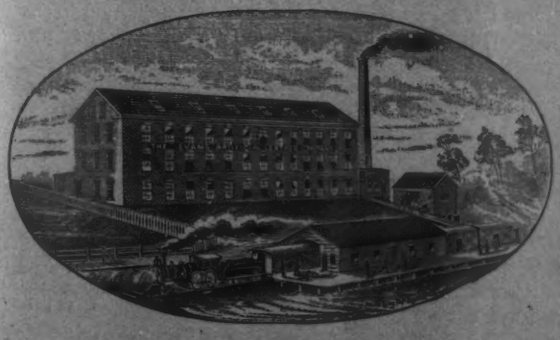
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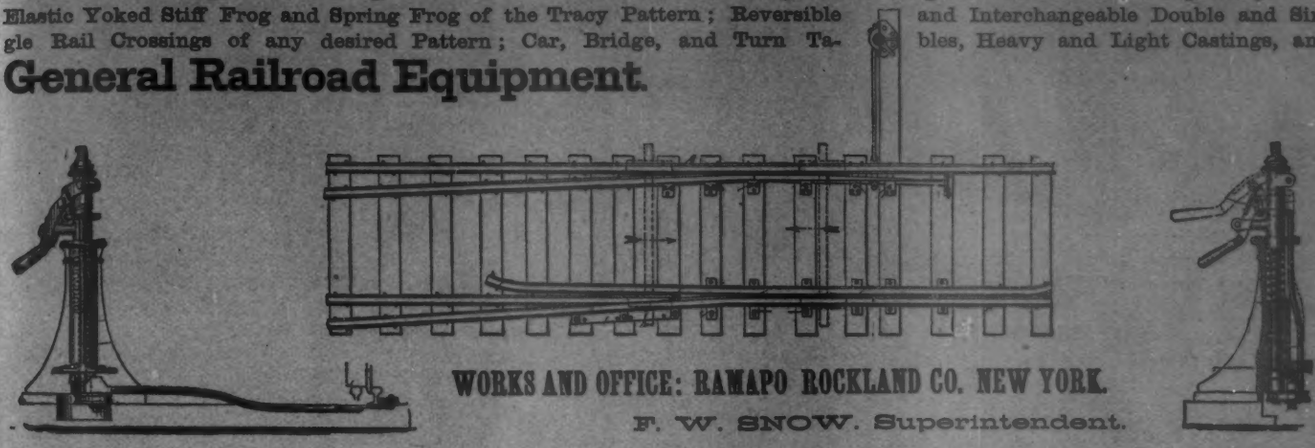
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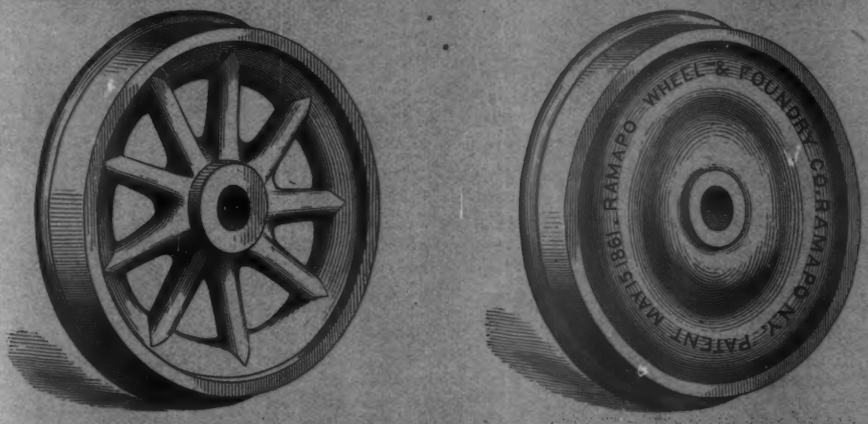
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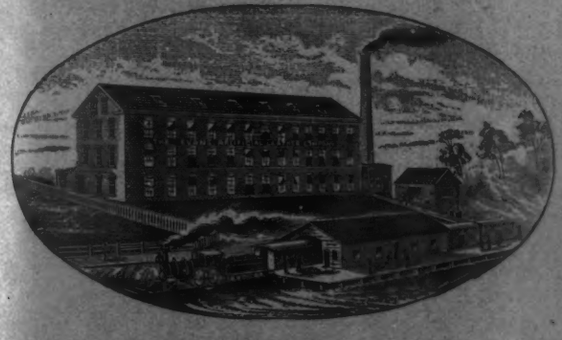


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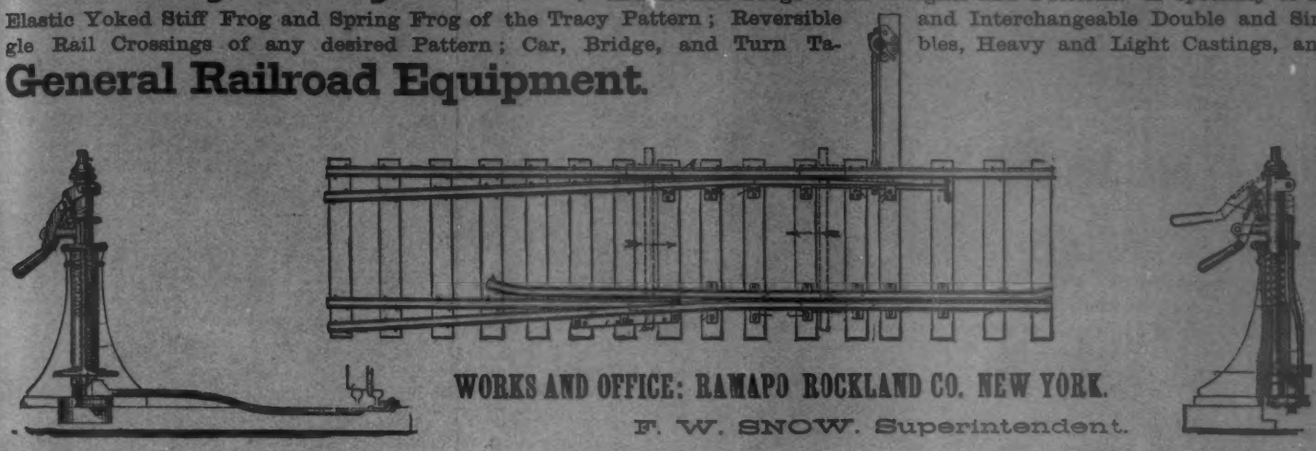
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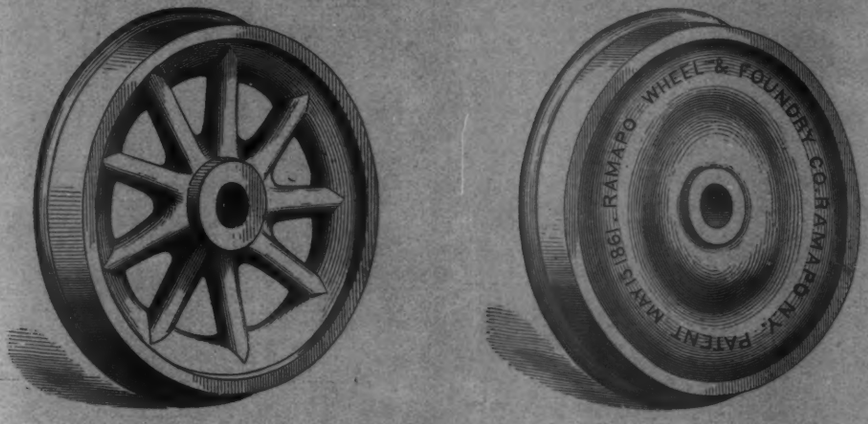
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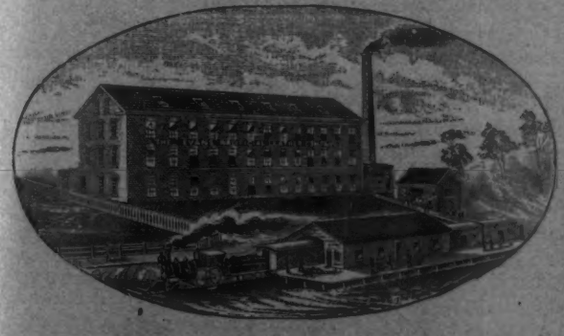


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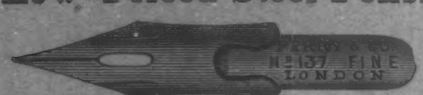
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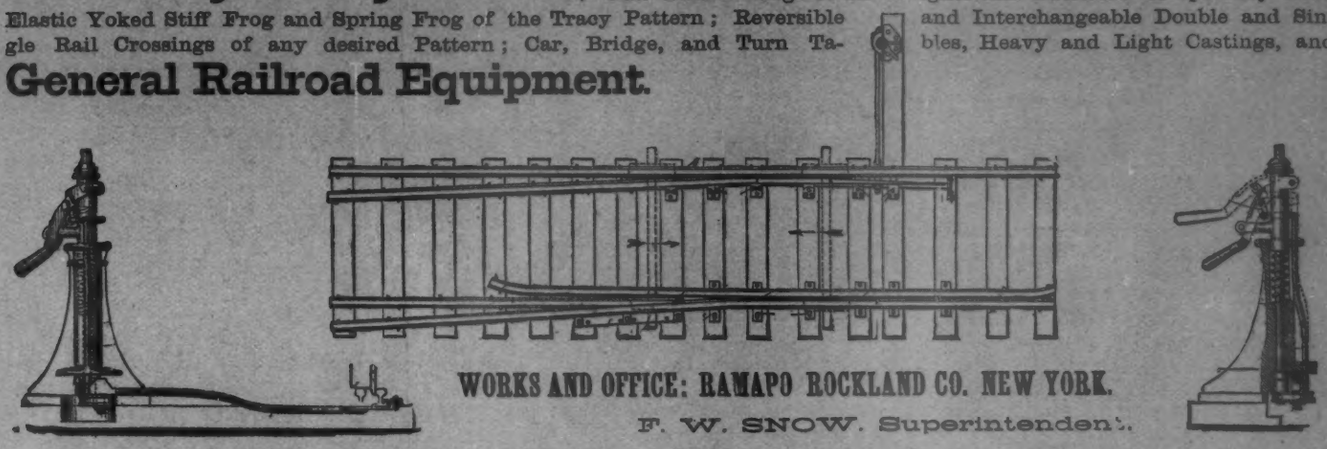
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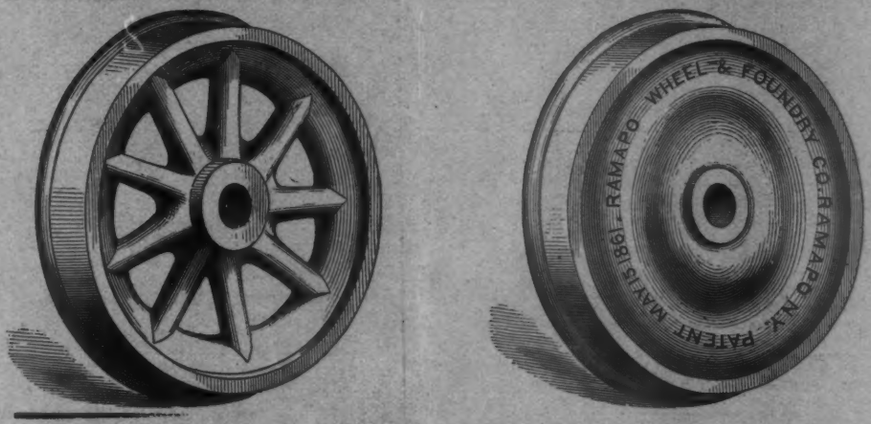
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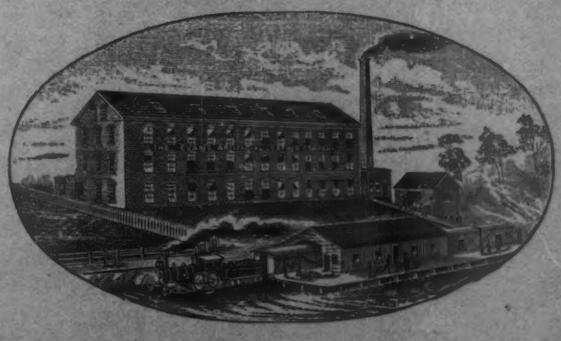
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ESTABLISHED. 1831.

VOL. LV. No. 49.

NEW YORK, DECEMBER, 9, 1882.

PUBLISHED WEEKLY BY THE

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—AT—

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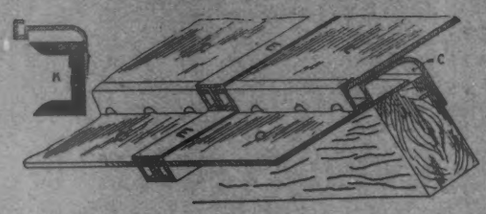
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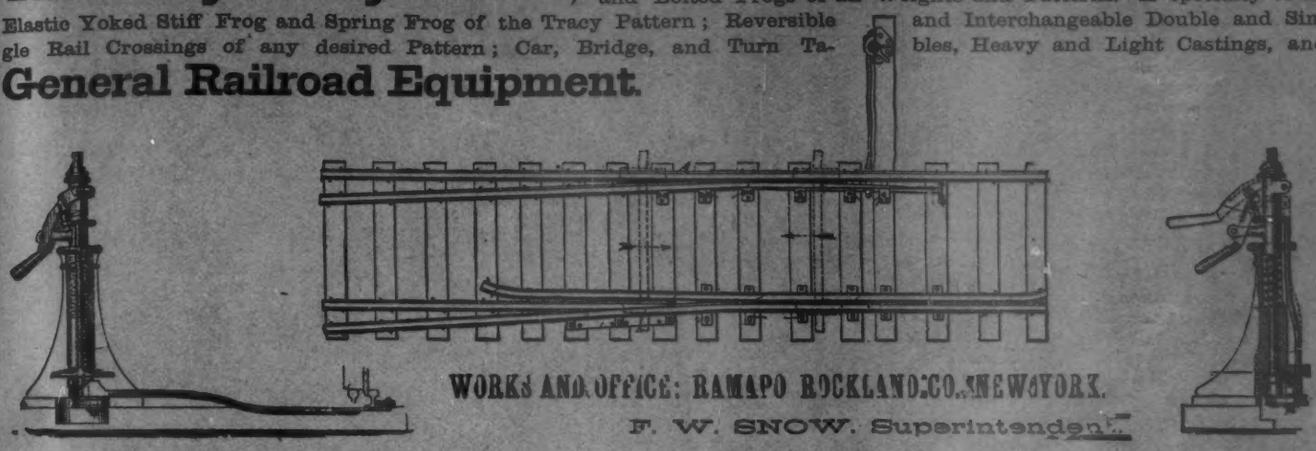
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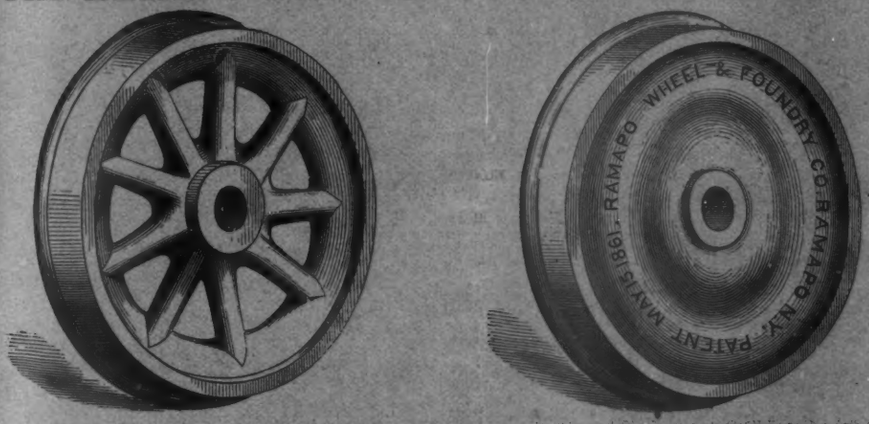
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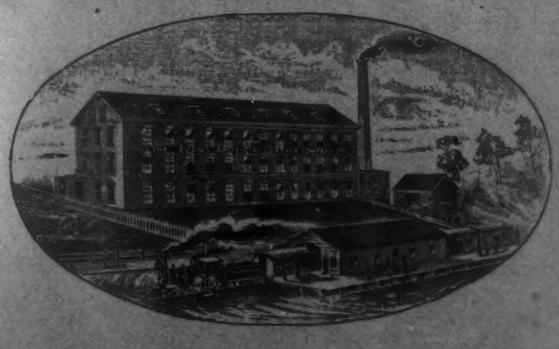


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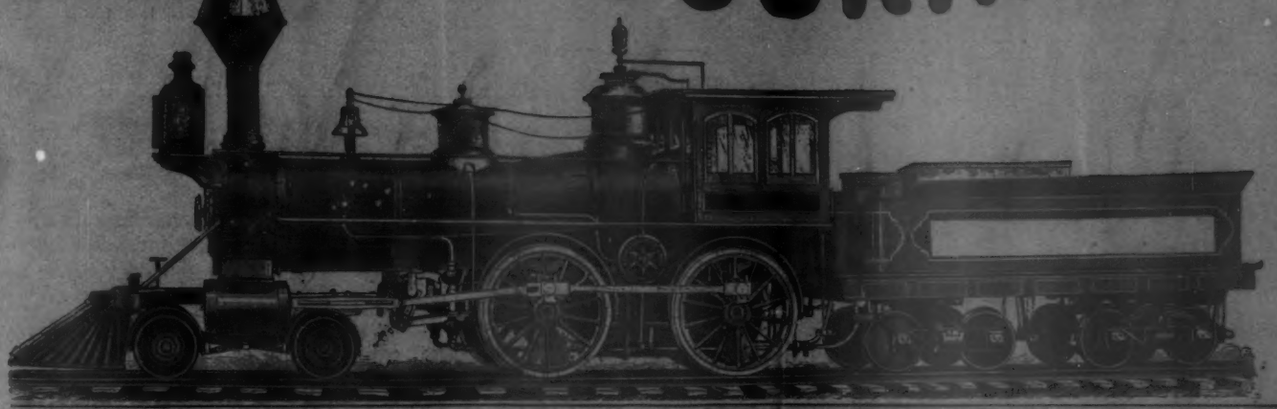
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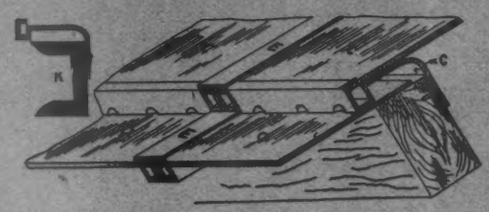
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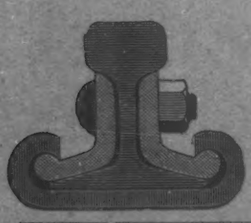
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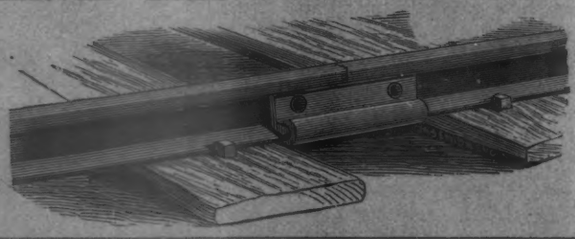
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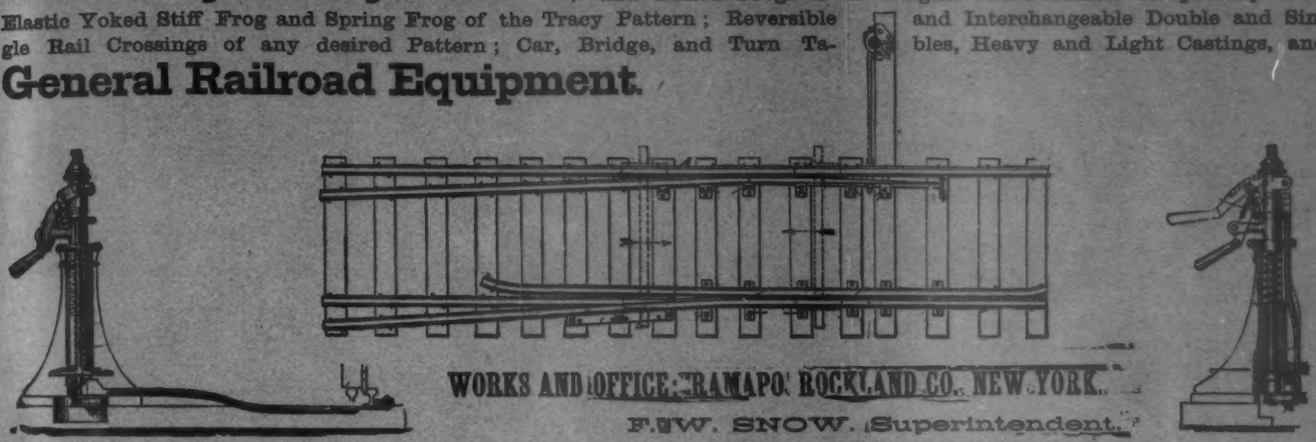
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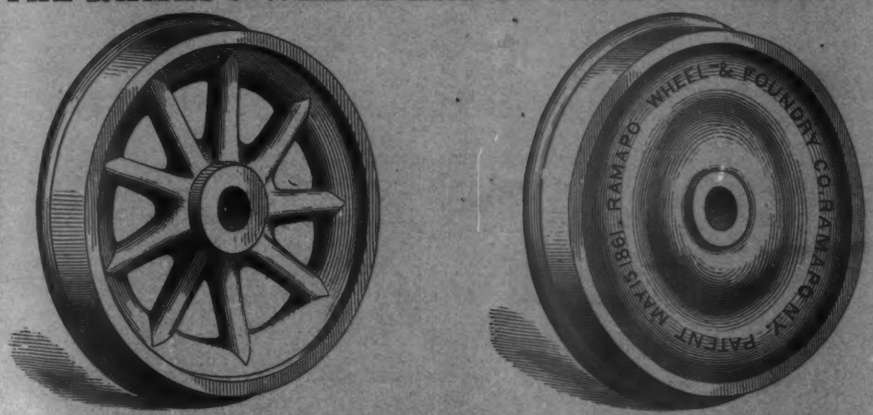
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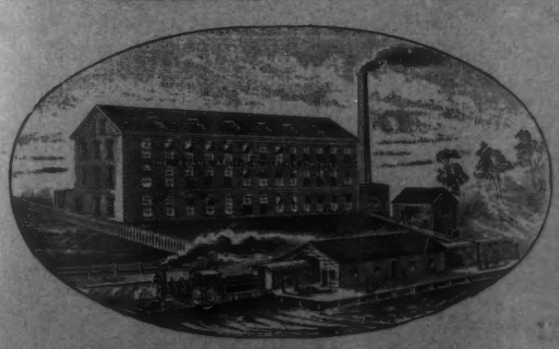
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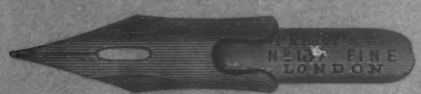
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ESTABLISHED. 1831.

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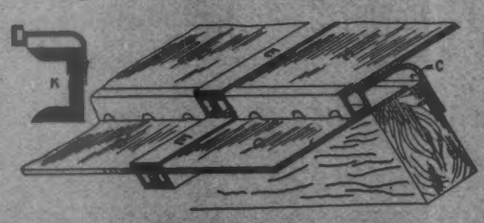
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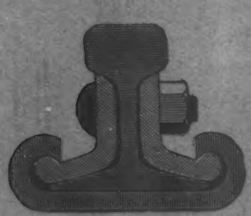


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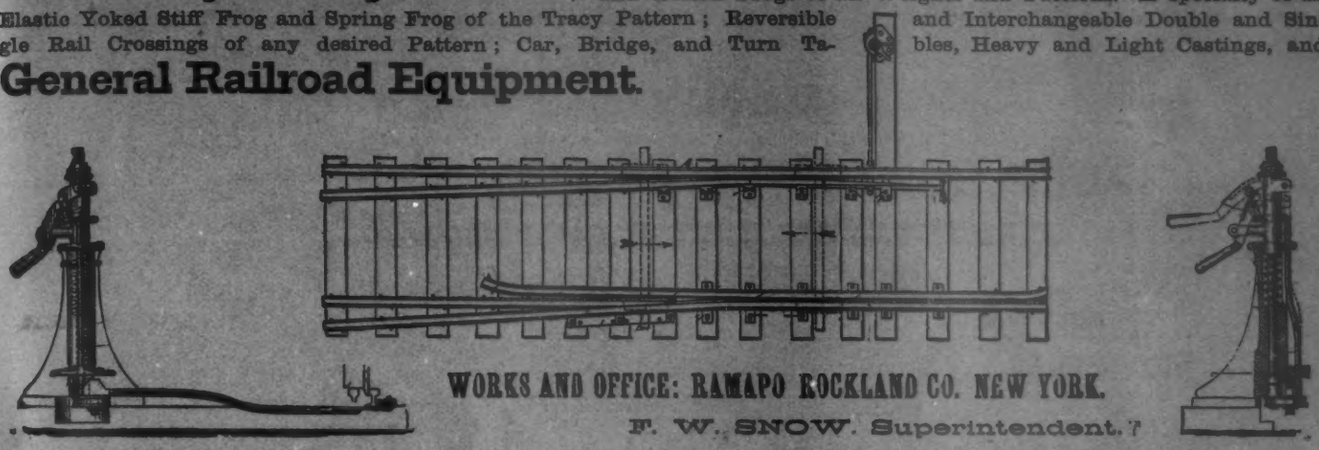
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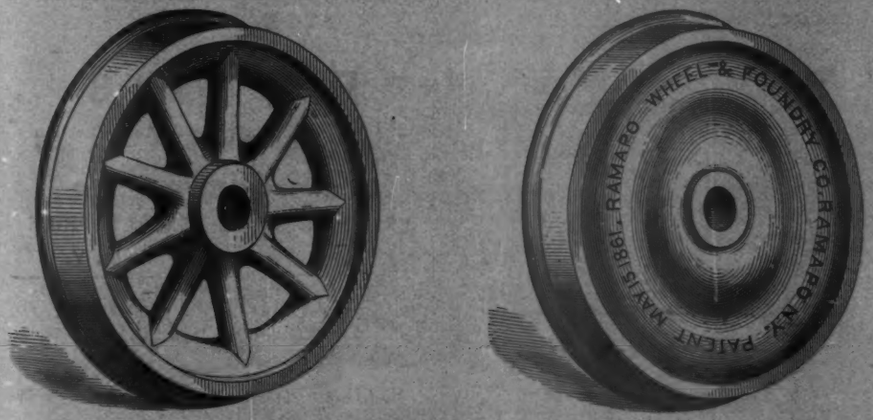
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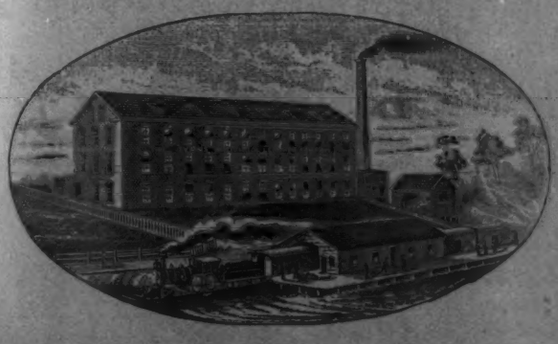
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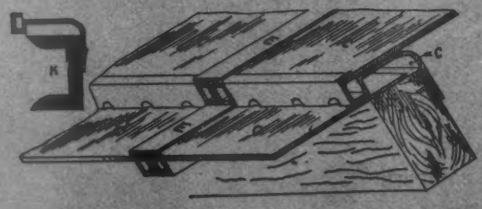
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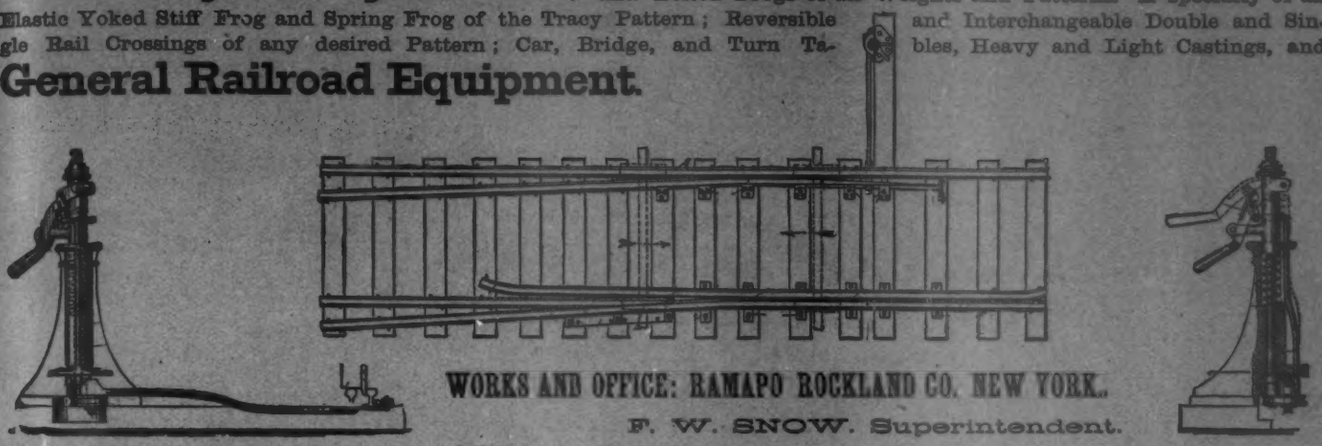
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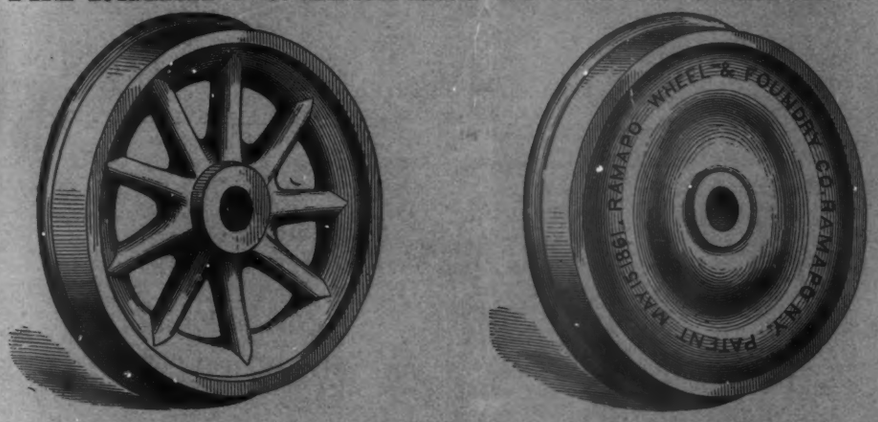
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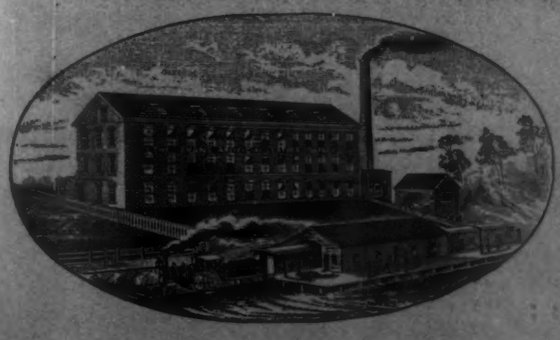
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